

# RoadRunner



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Ministry of Transportation and Infrastructure

Staff Newsletter November 2008

## KHCP Receives National Environmental Award

Submitted by Leanne Flood, Stakeholder Relations

The 2008 Annual Conference of the Transportation Association of Canada (TAC) was held in Toronto, Ontario, from Sept. 21 to 24, under the theme *Transportation – A Key to a Sustainable Future*. The TAC conference is the largest annual transportation-related gathering of its kind in Canada.



The new Park Bridge was built full-span to avoid and minimize aquatic impacts.

At the conference, the ministry was honoured to receive TAC's Environmental Achievement Award, recognizing the Kicking Horse Canyon Project (KHCP) for "an exemplary contribution to the protection and enhancement of the environment or a particularly innovative approach to solving an environmental problem from a transportation perspective." The award was accepted on behalf of the ministry by KHCP Environmental Coordinator Chris Morley.

The KHCP is upgrading 26 km of the Trans Canada Highway, where the original highway hugs steep canyon rock faces that drop down to the Kicking Horse River. This river is an ecologically significant habitat system. From a source in the icefields along the continental divide, it is home to deer, elk, bears, wolves, mountain goats, bighorn sheep, moose and many species of birds. The river itself is fish bearing, and it was the first in B.C. to be recognized as a Canadian Heritage River.



Proud recipients of the Environmental Achievement Award. (Front Row): Starla Weigel, Stephanie Livingstone, Art McClean, Darcy Grykuliak and Penny Dewart. (Back Row): Jim Deutsch, Jon Jensen, Dan Harris, Adriana da Costa and Murray Tekano.

Design, construction, research and experimentation have all contributed to environmental protection, mitigation and enhancement on the KHCP. Winning such a prestigious award would not have been possible without the full commitment of the entire project team, particularly Senior Project Director Murray Tekano, KHCP Environmental Coordinator Chris Morley, KHCP Wildlife Advisor Bill Harper, and Angela Buckingham's team in the Environmental Management Section in Victoria.

Murray Tekano commented that "Achievements like this are truly a team effort – supported by the progressive culture fostered by Angela Buckingham and our ministry's Environmental Division. In particular, Al Planiden's work in re-vegetation on this project and others over the years provides us with leading edge techniques. This award recognizes the whole team."

*continued on page 3...*

## Editor's Note

With winter looming and the days getting dark, editing this issue of Road Runner has given me many bright moments and smiles!

The sheer joy that some of our people have at work and at a play is clear. Ministry employees work hard, are focussed on service to the public, and are finding innovative way to enhance B.C.'s transportation infrastructure. Yet at the same time, we incorporate this passion into some re-energizing play and comradeship.

For 11 employees, being trapped in a hotel elevator became an opportunity to do teambuilding and engineering calculations. Another group of employees harnessed the technology of



A Policy Branch employee – not the editor – at work.

video-conferencing for a lunch-hour judging of their pumpkin carving contest, so they could include their

district co-workers in the fun. In Nanaimo, a ministry baseball team wore togas as their uniforms for a weekend tournament!

Halloween provided some ghoulish amusement, while raising money for the Provincial Employees Community Services Fund. And there are more happy faces – people beaming over gold medal swimming wins, attaining their professional engineer designation, and celebrating long, fulfilling careers at their retirement parties, hosted by appreciative colleagues.

I hope you enjoy this issue as much as I did!

Nancy McLeod, Editor

## RoadRunner Contents, December 2008



KHCP Receives National Environmental Award	page 1	Improvements Being Made on Westside Road	23	TRAN Who's Who!	
Editor's Note	2	CVSE's Haunted HQ Office	25	Congratulations to Kirsten and Tracy	44
Green Ports Strategies Explored on U.S. Tour	4	Burnaby Gets Young Trick or Treater	26	Introducing "Romeo", a.k.a. Steve Sirett	45
Coquihalla (No) Toll Plaza Highlights and History	5	Scary Arrest in Nanaimo	26	Mystery Man Revealed	45
Some of My Memories of the Toll Plaza	6	Headquarters Halloween	27	Fort George Update	46
Border Infrastructure Program Reaches Major Milestone	7	Spooktacular Events of the Northern Region	29	Ernie Gross – Heart of the Survey Department	47
Let the Games Begin – Avalanche Programs Prepare for 2010	8	Transportation Association of Canada Conference – B.C. is Next!	30	Community Events!	
Energy, Optimism Evident at Transportation Summit 2008	9	Inspector Competes in North American Championship	31	More Than \$700 Raised – Hot Dog!	48
B.C. Contributes to Noise Reduction on State Route 520	11	New Hires Take Air Brake Course	31	Golfers Raise Money for Great Causes	49
DriveBC Team Launches Highway 97 Emergency Advisory	12	Checking Trucks Away from Home Base	32	Toga! Toga! Toga!	50
Getting There Green		Staff Serve Truckers at Appreciation Barbecue	32	Onto new vistas	
Bike BC Puts \$31 Million into Cycling Projects	13	Here Come the Judges!	34	"Retired" from Government, But Certainly Not From Work!	51
Turn the Key and Make BC Idle Free...	14	Scale at Yale	34	Don Wharf Retires After 35 Years of Public Service	51
Greening the Fleet: Success with Bi-Fuel Vehicles	14	Heritage Posters Celebrate Transportation	34	Staff Roundup	52
Climate Action Program Recommended DVD	15	Geotech 11 Use Skills in Surprise Elevator Challenge	35	The RoadRunner is an employee newsletter, published six times a year. We welcome your story submissions. Email your article as a word document (350 words max) and your photographs as jpegs to: <a href="mailto:RoadRunner@gov.bc.ca">RoadRunner@gov.bc.ca</a> .	
Videoconferencing: An Opportunity without the Cost	15	Fine Ants Establish Command Centre	36	In the email for your story, please attach the text as a word document and attach the graphics (photos, charts, etc) as separate jpegs or pdf files. Please DO NOT embed graphics in the article – this compromises reproduction quality and the images may not be useable by our graphic artist.	
Golden Reflections on Videoconferencing	16	Mystery Man Raises Concerns	36	You can check out the Employee Advisory Forum website for regular updates: <a href="http://gwww.th.gov.bc.ca/EAF/home_intra.asp">http://gwww.th.gov.bc.ca/EAF/home_intra.asp</a>	
Videoconferencing Used to Say "Hallow" to My Little Orange Friend	17	On the road again		For @Work – the Public Service Community Website, visit: <a href="https://gwww.gov.bc.ca/?email=yes">https://gwww.gov.bc.ca/?email=yes</a>	
The Provincial Transit Plan		From Prague to Smokovec – Studying Divisions in Eastern Europe	37	Check out the TRAN Online Store at: <a href="http://gwww.th.gov.bc.ca/gwww/hr/content/store/onlinestore.pdf">http://gwww.th.gov.bc.ca/gwww/hr/content/store/onlinestore.pdf</a>	
Come Ride with Us.... on RapidBus BC!	18	Name that Plate	39		
Employee Advisory Forum		You're a Winner!			
Team Appreciation Appreciates Your Ideas	20	Lower Mainland District Luncheon Recognizes Staff	40		
Merit-Based Hiring Tips for Managers	21	Finally Graduating!	41		
Suggestions for Retirement (And All Stages of Life)	22	Janelle Erwin Adds P.Eng to Her Name	41		
		Mel Receives Meritorious Certificate	42		
		You never know what you'll see			
		Tree-Tired Trailer	42		
		From the Eyes of a Web Cam...	43		
		Serious Overload Draws Serious Attention	43		

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Getting There Green		Staff Serve Truckers at Appreciation Barbecue	32	Onto new vistas	
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Turn the Key and Make BC Idle Free...	14	Scale at Yale	34	Don Wharf Retires After 35 Years of Public Service	51
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Climate Action Program Recommended DVD	15	Geotech 11 Use Skills in Surprise Elevator Challenge	35		
Videoconferencing: An Opportunity without the Cost	15	Fine Ants Establish Command Centre	36		
Golden Reflections on Videoconferencing	16	Mystery Man Raises Concerns	36		
Videoconferencing Used to Say "Hallow" to My Little Orange Friend	17	On the road again			
The Provincial Transit Plan Come Ride with Us.... on RapidBus BC!	18	From Prague to Smokovec – Studying Divisions in Eastern Europe	37		
Employee Advisory Forum		Name that Plate	39		
Team Appreciation Appreciates Your Ideas	20	You're a Winner!			
Merit-Based Hiring Tips for Managers	21	Lower Mainland District Luncheon Recognizes Staff	40		
Suggestions for Retirement (And All Stages of Life)	22	Finally Graduating!	41		
		Janelle Erwin Adds P.Eng to Her Name	41		
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In the email for your story, please attach the text as a word document and attach the graphics (photos, charts, etc) as separate jpegs or pdf files. Please DO NOT embed graphics in the article – this compromises reproduction quality and the images may not be useable by our graphic artist.

You can check out the Employee Advisory Forum website for regular updates:

[http://gwww.th.gov.bc.ca/EAF/home\\_intra.asp](http://gwww.th.gov.bc.ca/EAF/home_intra.asp)

For @Work – the Public Service Community Website, visit: <https://gwww.gov.bc.ca/?email=yes>

Check out the TRAN Online Store at: <http://gwww.th.gov.bc.ca/gwww/hr/content/store/onlinestore.pdf>



# KHCP Receives National Environmental Award continued from front cover



Cantilevered structure along the Kicking Horse River reduced impacts to the waterway and shore.

TAC's award noted some of these key environmental elements of the KHCP:

## Air Quality Protection

The Golden area experiences among the highest levels of airborne particulate matter in the province. The KHCP therefore has a 'no-burn' policy for debris, and dust control measures were required during construction at 5 Mile Hill.

Phase 3 construction initiatives to reduce greenhouse gases include idle reduction measures, use of recycled asphalt and other construction materials, and covering aggregate stockpiles to abate moisture penetration and reduce energy required to produce asphalt.

As well, designing more gentle grades will decrease engine labour and contribute to improved vehicle efficiency.

## Re-vegetation and Slope Remediation

The rugged mountain terrain of the Kicking Horse Canyon is prone to rock fall, avalanches and debris slides, and the steep, rocky slopes are slow to establish plant growth.

Here, the seeding of grasses alone is insufficient, so the ministry is extensively replanting native species and performing revegetation trials, such as creating planting ledges with straw 'logs' along slope contours. These terraces encourage moisture retention and improve surface soil stability. "Planting pockets" are also being used, where filter fabric bags provide a structural reinforced area containing topsoil to help "islands" of plants become established, which can naturally spread outward through seed dispersion and root systems.

Other examples of experimental techniques include on-site wood waste composting to supply organic soil, and using steel mesh to support and stabilize the soil face and minimize the size of the cuts.

## Water Quality and Aquatic Habitat

Water quality and fish habitat productivity are affected by the silty glacial runoff in the Kicking Horse River system. Per usual ministry practice, sedimentation and drainage management plans are developed and implemented for each section of the KHCP.

Additionally, an innovative cantilever structure over a bend in the river in Phase 1 eliminated the need for two crossings and reduced the original design's impact on the shore and river by 50 per cent. The Park Bridge in Phase 2 was built full-span to avoid and minimize aquatic impacts, as will Mt. Hunter Creek Bridge during Phase 3. Phase 2 stream impacts were offset by

1,900 square metres of new habitat (twice the size of the area of disturbance).

## Roadway Remediation

Portions of the old roadway in Phase 2 have been replanted with native species and converted to hiking/recreational trail, and asphalt from the old highway is being reclaimed and recycled.

## Vegetation and Wildlife Habitat

Extensive studies included habitat and rare ecosystem mapping (resulting in over 200 ecosystem types defined), habitat suitability for nine different wildlife species, assessment of alignment options for ecosystem impacts, breeding bird surveys (where 72 bird species were identified, and a no-clearing policy was established during nesting periods), endangered plant survey and bighorn lambing area survey.

Wildlife protection measures are required due to animal vehicle collisions that are among the highest on the Trans-Canada Highway within mainland British Columbia. There will be exclusion fencing on both sides of the highway totalling 20 km, ungulate guards on access roads giving continuity of protection for large hoofed animals, enlarged barrier scuppers providing escape opportunities to small animals, one-way gates and jumpouts allowing trapped animals to escape and wildlife crossing structures (both underpasses and overpasses). ♦

For more information please visit:  
[www.kickinghorsecanyon.ca](http://www.kickinghorsecanyon.ca)



A slope stabilization trial using straw logs and native shrubs such as juniper, chokecherry, snowberry, Saskatoon and kinnikinnik.



# Green Ports Strategies Explored on U.S. Tour

Submitted by Katie McCreedy, Public Affairs Officer

**This August**, representatives from the Province of British Columbia, Port of Metro Vancouver, Port of Prince Rupert and Transport Canada led a Green Ports fact finding mission to six U.S. west coast ports: Seattle, Tacoma, Portland, Oakland, Los Angeles and Long Beach, to explore initiatives and projects in other Pacific coast ports, and discuss ideas for collaboration with B.C.'s ports. Sandra Carroll, ADM of Transportation Planning and Policy; Lisa Gow, Executive Director of the Pacific Gateway Branch; Kevin Volk, Manager of Strategic Planning and Policy for the Climate Action Plan; and James Sandland, Policy Analyst with the Pacific Gateway Branch, were all on hand to represent the Ministry of Transportation and Infrastructure.

Our B.C. delegates met with a number of state representatives, environmental agencies, port staff and stakeholders on this seven-day mission. They found a high degree of interest from U.S. Pacific coast ports, in working co-operatively with the province to share information and discuss the development of Pacific Coast strategies.



From left to right, Angelina Ermakov, from Transport Canada; Christine Rigby, from Port Metro Vancouver; Lisa Gow, from B.C.'s Pacific Gateway Program; Kevin Volk, from B.C.'s Climate Action Branch; James Sandland, from B.C.'s Pacific Gateway program; and Juergen Baumann, from Port Metro Vancouver, on their recent tour of the Port of Oakland.

In Washington, the delegates toured the Ports of Tacoma and Seattle. There they discussed their joint efforts with Port Metro Vancouver on the Northwest Clean Air Strategy, a regional plan to reduce maritime, port-related diesel and greenhouse gas emissions in the Georgia Basin-Puget Sound air shed. The ports of Seattle, Tacoma and Port Metro Vancouver were recently recognized by the American Association of Port Authorities, winning this year's Comprehensive Environmental Management Award for their cooperative work on this strategy.

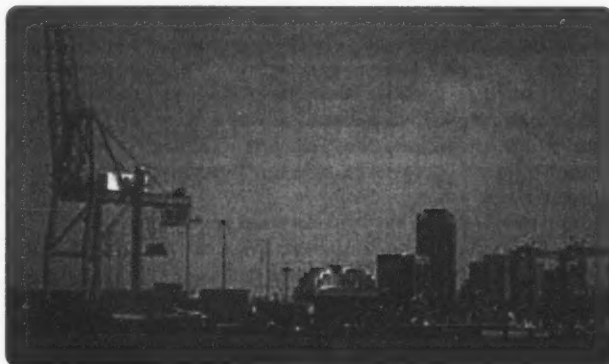
Tours of the Ports of Portland, Los Angeles and Long Beach centred on environmental initiatives and programs already in effect. The delegation was treated to a tour of the ports of Los Angeles and Long Beach by ship, highlighted by the opportunity to observe a container ship plugged into a piece of first generation shore power infrastructure at the Port of Los Angeles. The Province and Port Metro Vancouver are working on developing a partnership with Princess Cruise Lines and BC Hydro to implement similar shore power for cruise vessels at Canada Place. All new terminals and redevelopments will offer ducting for shore power, which will significantly reduce the air pollution emissions from ships while at berth.

In Oakland and Sacramento, the focus of discussion was state initiatives and Green Ports related projects in California. The group toured the Port of Oakland and visited a wetland habitat remediation site. They also visited the Canadian consular offices in San Francisco to meet with John McLaurin, the president of the

Pacific Marine Shipping Alliance, an organization representing approximately 60 international shipping companies, dedicated to minimizing the environmental impacts of their member operations.

Investors, shippers, and retailers are raising standards for long-term sustainability as the public's concern about environmental issues grows. Preparing ourselves for these demands not only attracts business to our ports, but creates opportunities for technological development and investment in British Columbian companies, and that translates into jobs. Going green not only makes environmental sense; it makes good economic sense for British Columbians.

British Columbia is the preferred gateway for Asia-Pacific trade, and increasing opportunities with rapidly expanding economies in Asia promise a number of great benefits for Canada. But these opportunities come with responsibilities. In February 2007, the Province, in its Climate Action Plan, committed to reducing greenhouse gas emissions 33 per cent below existing levels by 2020. As part of that commitment, we are developing a Green Ports Strategy for B.C. U.S. ports are keen to work with B.C.'s ports to develop Pacific Coast strategies to tackle environmental and global warming issues. Sharing knowledge, ideas and cooperating with our U.S. neighbours to minimize greenhouse gas emissions is essential. By reducing air contaminant emissions, we aim to ensure excellent air quality and healthy living environments for those living near our ports. ♦



A container ship plugged into a piece of first generation shore power infrastructure at the Port of Los Angeles.

# Coquihalla (No) Toll Plaza Highlights and History

Submitted by Doreen Cook (former) Assistant Manager, Coquihalla Toll Plaza  
and Dennis Chow, Manager, Services Planning

On September 26, 2008, the tolls were eliminated from the Coquihalla Toll Plaza. The decommissioning of the Toll Plaza is now well underway. Our staff, in addition to doing an excellent job of collecting the tolls, have delivered great service by providing information to the traveling public. To the many people who have worked at the Coquihalla Toll Plaza since 1986, thank you for a job well done!

## Fun Facts

Did you know?

- Total number of vehicles in the 1st year (1986/87) – 1,126,194
- Total number of vehicles 2007/08 – 3,422,540
- Total number of vehicles (1986 – 2008) – 58.4 million
- Total number of commercial vehicles (1986 – 2008) – 8.2 million
- Total number of motorcycles (1986 – 2008) – 265,000
- Total revenue in the 1st year (1986/87) – \$11,060,965
- Total revenue in 2007/08 – \$57,127,695
- Total revenue collected (1986 – 2008) – \$842 million
- Total revenue from cyclists and pedestrians – zero; they are free
- The RCMP regularly acknowledged the contributions of toll plaza staff to public safety.
- All the staff occasionally paid money out of their own pockets for drivers who were a “little bit” short of the \$10. If the staff didn’t do this, the driver would have to turn around or get a very expensive ticket from the RCMP.
- Being an “extra set of eyes” for the CVSE, looking out for dangerous loads, etc.
- Assistant Manager Doreen Cook ran a doggy daycare for a few days until the owners returned to claim their pet.
- Assistant Manager Craig Williamson tried to put out a fire on the roof. He repeatedly shoveled snow onto the fire but it would not go out. Craig valiantly did this for over 30 minutes. What was not so obvious at the time was that it was an electrical fire. Eventually, the electrician showed up and turned off the power.
- Funeral homes avoiding the tolls. There have been a number of “transfers” where two hearses arrive at the plaza from opposite direction, park their hearse without crossing the toll booth, the respective drivers get out to transfer the deceased to the other vehicle, then they do a u-turn back. ♦

Did they really say that?

- Is it farther going up or down the hill?
- Why are the booths on the driver’s side of the vehicle?
- The toll plaza wasn’t here when I drove through a few days ago.

Weird and wacky:

- We have all seen snowflakes the size of rabbit skins.

Heroics:

- Staying with members of the driving public who have had a medical emergency until help arrived (accidents, heart attacks, etc.).
- It is unknown how many accidents the staff prevented over the years by giving the motoring public information on hazards.



Toll Collector Martin Garrity providing friendly service to the public.



Coquihalla Toll Plaza staff assemble for a photo. Barrie Sanford, (see “Memories” next page) is wearing the sign.

## Some of My Memories of the Toll Plaza

Submitted by (former) Toll Collector Barrie Sanford

One day a driver passed me up three Japanese passports. The people were destined for Banff and thought the toll plaza was the border with Alberta. They had not yet fathomed the distances involved in Canada.

*Many of us kept dog biscuits on hand to reward the dogs that jumped up to greet us, or even just looked sympathetically at us from inside their owner's car. One day two elderly women pulled up to my booth with a lap dog between them. I gave the driver a dog biscuit along with her receipt, and said: "This is for your co-pilot." The driver gave it to the woman sitting beside her who started eating the dog biscuit.*

One driver, with three screaming kids in the back seat, asked me if I sold tranquilizer darts.

*One driver was being pestered by his six-year old son in the back seat as to why they had stopped. The father said: "This is border of British Columbia. We are going from British into Columbia." That seemed to satisfy his son.*

I always kept on hand a big supply of fruit bars. I gave one to every police officer and all military personnel who came through my booth, plus some VSA drivers (maintenance contractor). It was a great PR measure.

*Most occasions when I passed through the toll plaza as an off-duty, paying driver, I brought along chocolate bars as a treat for the staff on duty.*

I had eight years previous experience as a relief paramedic and police assistant. This served me well, as I was involved with numerous medical interventions. I also reported two persons on national wanted lists, and seven impaired drivers (all successfully convicted). Cheryl Mellows (Revenue Clerk) offered to put me into witness protection after one of the drivers I reported resisted arrest by the police.

**Editor's Note:** *Barrie Sanford wears many hats in addition to being a ballroom dance instructor and ministry employee. Barrie is a retired engineer and noted historian. He researched and wrote the Ministry of Transportation and Infrastructure's BC150 poster series (see page 34). Barrie's upcoming book, *Railway by the Bay: 100 Years of Trains at White Rock, Crescent Beach and Ocean Park*, is expected to be published in spring 2009. This is his fifth book on railways. He has also produced dozens of booklets and magazine articles, and has received one technical award and three literary awards.* ♦



(Left) The prototype design for toll plaza tickets. (Right) The first ticket printed for the Coquihalla Toll Plaza.



Fall 1987 Road Runner feature on the Coquihalla Toll Plaza's first year of operation.



# Border Infrastructure Program

## Reaches Major Milestone

Submitted by Craig Hilborne, Project Manager, Border Infrastructure Program

**On Oct. 29,** Transportation and Infrastructure Minister Kevin Falcon announced the completion of the Hwy 91A Queensborough Interchange improvements project in New Westminster.

The Highway 91A Queensborough Interchange project is a major component of the five-year, \$290 million Border Infrastructure Program (BIP) to improve key sections of the region's road network – resulting in better links between border crossings, ports, container facilities, industrial parks, airports and railways.

The major purpose of the changes to the Queensborough Interchange was to facilitate goods movement to and from the Highway 91/91A highway system, and to reduce the safety hazards represented by the tight opposing-movement loops on the original interchange. To achieve this, the design team reconfigured the interchange. The changes included a new flyover, pedestrian-cyclist overpass, additional lanes on Marine Drive, changes to 20th St. intersection and closing of 6th Avenue intersection. New pedestrian-cyclist pathways were installed on the Queensborough Bridge, improving the route for Queensborough residents bound for the 22nd St. Skytrain station, in New Westminster. The land in the interchange loop is now home to a city dog park which is accessed from the pedestrian-cyclist overpass.

This is the third project completed by BIP. Reconfiguration of the Hwy 1/Hwy 11 interchange was completed in 2005. The new Hwy 91A Howes St. Interchange in New Westminster was completed in 2007.

The remaining projects under BIP are on schedule for completion this fall.

- Hwy 1 – new 3.2 km westbound climbing lane west of Mt. Lehman Interchange in Abbotsford
- Hwy 10 – 11 km of four laning including intersection upgrades, relocation of Southern Rail from the Hwy 10/15 intersection to run under the Constable Roger Pierlet overhead bridge, and two new bridges in Surrey.
- Hwy 15 – 1 km of four laning including intersection upgrades; twinning of the Constable Roger Pierlet overhead bridge; and six new bridges in Surrey. ♦



From left: New Westminster Mayor Wayne Wright, Transportation and Infrastructure Minister Kevin Falcon, Project Manager Tom Lowe and Project Director John Bodnarchuk mark the completion of Queensborough Interchange improvements.

# Let the Games Begin

## – Avalanche Programs Prepare for 2010

Submitted by Mike Boissonneault, Manager, Avalanche and Weather Programs

**Two avalanche programs have had a busy summer and fall with installations of remote avalanche control devices.** Gaz-ex avalanche control equipment has been installed in both the Kootenay Pass and Duffey Lake Avalanche Programs. Not only are these devices extremely effective in producing avalanches, they can be operated remotely 24/7.

Through the use of specialized computer programs, avalanche staff can remotely fill Gaz-ex tubes with a mixture of propane and oxygen. When the tube has been filled, a spark plug ignites the gas mixture, resulting in a detonation that impacts the snow surface with an equivalent explosive force up to 33 kilograms of dynamite. With that kind of force, applied when the snowpack is receptive to a trigger, the result is usually an avalanche followed by improved snowpack stability. All in all, that makes for reduced closure times and safer roads for all highway users.

With the 2010 Winter Olympic Games fast approaching, Avalanche and Weather Programs is doing everything we can to keep the traffic moving as safely as possible during the winter months, particularly in and out of Whistler. Here, Duffey Lake Road serves as an alternative to the Sea-to-Sky Highway. With this in mind, two specialized Gaz-ex cannons were purchased from the French company TAS (Technologie Alpine de Securite) and installed this summer. Avalanche Technicians Scott Aitken and Doug Tuck oversaw all aspects of the installations and are to be commended for their

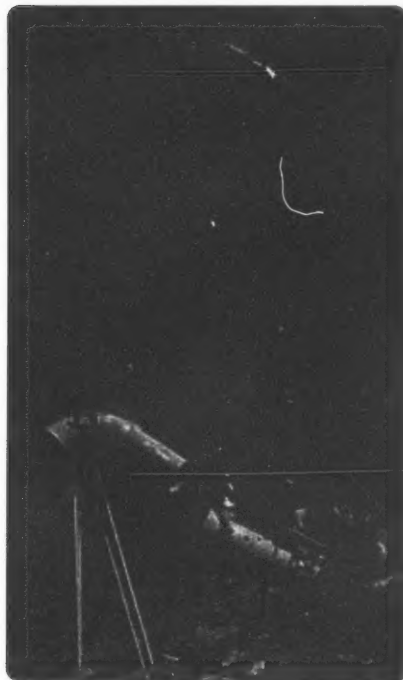
perseverance and dedication despite the challenges of working in less than ideal weather conditions at exposed mountaintop elevations!

Kootenay Pass is no stranger to Gaz-ex technology. Avalanche Technician John Tweedy and Avalanche Assistant Kevin Maloney have once again supervised the installation of another Gaz-ex cannon, which brings the inventory in Kootenay Pass to 22 units.

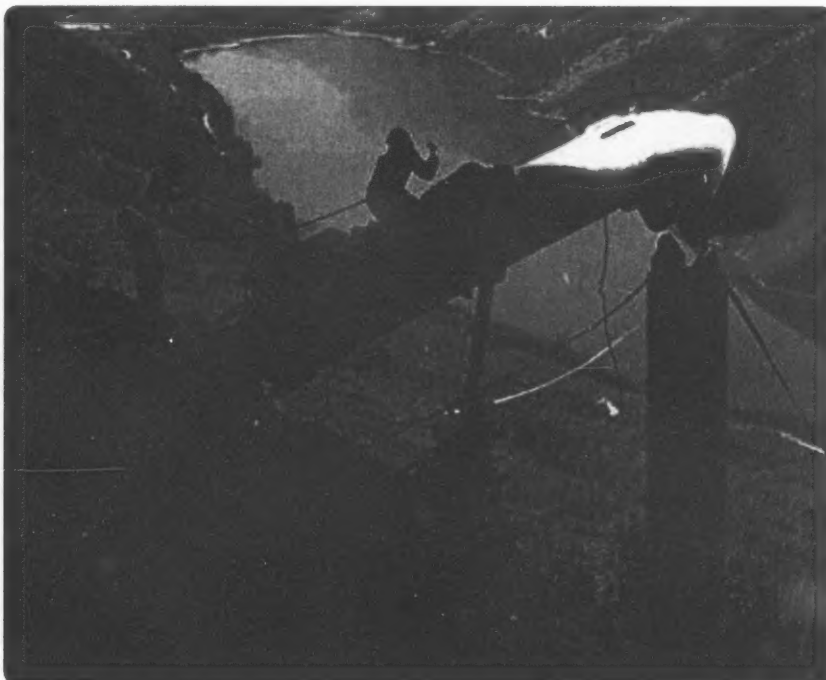
The installation and efficiency of Gaz-ex technology is one of the big success stories of the ministry Avalanche and Weather

Programs. Since the humble beginnings that saw the first Gaz-ex installations in 1991, we have come a long way. That path has taken us to the roads of Duffey Lake and Kootenay Pass – both important transportation routes at any time of year, and in particular during the winter of 2010.

The wisdom and experience of our avalanche technicians combined with the sophisticated technology of Gaz-ex avalanche control is our first gold medal! Let the trumpets sound and the games begin! ♦



Ministry crew carefully assemble 2,000 pound Gaz-ex exploder at Kootenay Pass.



Gaz-ex avalanche cannon being installed by staff at Duffey Lake, in September.

# Energy, Optimism Evident at Transportation Summit 2008

Submitted by Nancy McLeod, Road Runner Editor

**Dynamic and optimistic was the tone of the 2008 Transportation Summit**, hosted by the B.C. Chamber of Commerce, Oct. 16 and 17, at the Sheraton Wall Centre, in Vancouver. The event brought together leaders in B.C.'s transportation sector to examine the progress and impacts of massive investments in highways, ports, rail, airports and transit.

Transportation and Infrastructure Minister Kevin Falcon talked about staying the course on plans to build and enhance British Columbia's transportation system. "There has never been a more important time for government to be investing in infrastructure," he said. "It's exactly because of our investments, that we will do better to weather the storm," he said, referring to global economic woes.

Deputy Minister John Dyble outlined the collaborative work by the provincial government and its federal government, port, rail and airport partners to develop the Pacific Gateway Strategy. The strategy involves cooperative, comprehensive integration of investments infrastructure totalling \$15 billion by 2020; operations and policy that provide a full-service supply chain between Asia and North American customers; and common marketing that has been increasing awareness in Asia and the U.S.

One example, of multi-partner infrastructure projects are grade separations, where the Province, Canada, TransLink, Port

Metro Vancouver, local municipalities, and CN, CP and BC Rail are investing \$307 million on nine overpasses to separate port rail traffic from the communities through which it runs.

At a morning panel session, Chief Operating Officer Peter Milburn discussed building partnerships, along with Frank Margitan, Vice-President of Sea-to-Sky Highway and Pitt River Bridge concessionaire Peter Kiewit and Sons; and representatives from PricewaterhouseCoopers and the Canada Line.

Dan Doyle, former Deputy Minister of the Ministry of Transportation, addressed

the crowd of about 250, from his role as Executive Vice President of Construction for the Vancouver Organizing Committee for the Olympics (VANOC). He spoke proudly about how VANOC is giving equal treatment to paralympic and regular athletes, when it comes to facilities and prominence for the events. He also shared some fascinating facts about the new structures, including the 150 km/hr speed achievable at Whistler Sliding Centre, and how Whistler Olympic Park was designed with a smaller footprint. The scaled-down footprint reduced the amount of tree clearing, which added the benefit of less wind for airborne ski jumpers.

*continues on the next page...*



Executive Project Director of the Evergreen Line Dave Duncan, VANOC Construction Executive VP (and former Deputy Minister) Dan Doyle and Transportation Policy and Planning ADM Sandra Carroll.



## Energy, Optimism Evident at

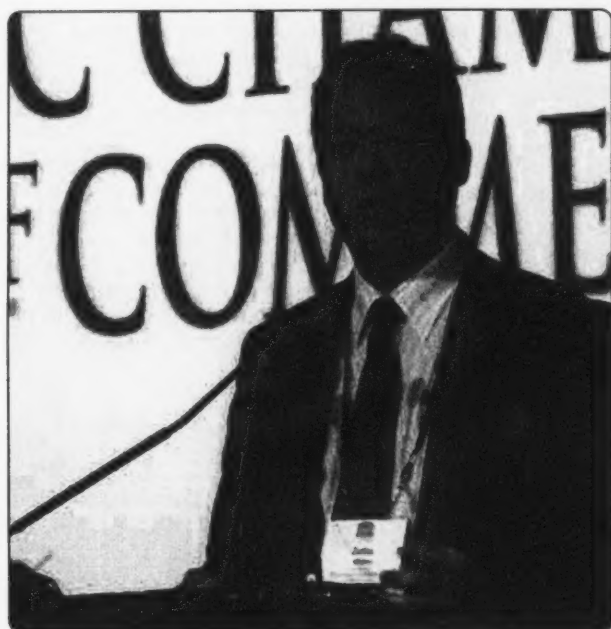
## Transportation Summit 2008 *continued from page 9*

Other intriguing details came from speakers representing such organizations as the Vancouver Airport Authority, Prince Rupert Port Authority, Prince George Airport and CN Rail. For example:

- The latest large airplanes, such as the A380 Air Bus, can land at the Vancouver airport.
- When a cruise ship docks in Prince Rupert, the town's population increases 17 per cent.
- Built after 911, Prince Rupert is the safest and most secure West Coast port.
- Half of Prince Rupert residents – 7,000 people – joined in the port's opening celebrations held last year.

- The airport in Prince George can now handle landing of a space shuttle.
- Memphis, Tennessee, holds a Port of Prince Rupert Day, to recognize how goods arrive from Prince Rupert, via CN Rail (more quickly than they do from Long Beach, California).

The event also included rousing keynote speaker Richard Soberman, one of Canada's foremost transportation experts, and of course, plenty of networking. Discussion was lively as delegates made new acquaintances and caught up with other colleagues in the transportation sector. The mood was energetic, as a speaker concluded that, "Pessimism will pass and we'll position B.C. to take advantage of global economic revival. ♦



Deputy Minister John Dyble gave examples of the growing international awareness of B.C. as the gateway to the Pacific.



Chief Operating Officer Peter Milburn talks about building partnerships.

**Submit your stories and photos:**

If you want to submit stories and photos send your word files and photos to: [RoadRunner@gov.bc.ca](mailto:RoadRunner@gov.bc.ca)



# B.C. Contributes to Noise Reduction on State Route 520

Submitted by Len Sielecki, Environmental Issues Analyst

**South of the border**, State Route 520 (SR 520) is a vital transportation link between Seattle and Redmond, Washington. The highway carries over 150,000 vehicles a day and crosses Lake Washington on the Evergreen Point Bridge, the world's longest floating bridge. By 2018, the Washington State Department of Transportation (WSDOT) will be replacing the entire existing 4-lane highway with a new highway consisting of four general purpose lanes, two high occupancy vehicle lanes, and a pedestrian/cyclist lane. The SR 520 project is expected to cost about \$4 billion.

Since its inception, the SR 520 project team has been working closely with local neighbourhoods, communities and First Nations to address social and environmental issues. WSDOT is particularly concerned about traffic noise and its impacts on local residents and those who use the parks, schools and other private and public facilities located near the highway. In September, the SR 520 project team organized a three-day noise reduction strategies expert review panel workshop in Seattle as a part of its comprehensive mediation efforts.

Since British Columbia and Washington State share many social, economic and environmental characteristics, WSDOT was very interested in our ministry's traffic noise reduction initiatives. As a result, Mike Oliver, Chief Geotechnical Engineer, and I were asked to join leading U.S. and international traffic noise experts on the review panel. The 12-member panel included Dr. Ulf Sandberg from the Swedish National Road and Transport Research Institute and Dr. Judy Rochat from the United States Department of Transportation's Volpe National Transportation Systems Center Acoustics Facility.

The SR 520 project staff were very professional and really friendly. They were a terrific group of people to work with. Everything was extremely well organized and well run. Prior to the workshop, extensive traffic noise surveys had been conducted by the SR 520 project engineers. Project materials were assembled and distributed in advance, so panel members were well prepared and could hit the ground running. The workshop was facilitated by Dr. Robert Otto Rasmussen, a leading U.S. tire and pavement noise expert. From working breakfasts and lunches, to evening highway inspection field trips, every minute of the workshop was utilized as effectively as possible.

At the beginning of the workshop, neighbourhood representatives made presentations about their noise concerns to the panel members. The representatives were well informed about traffic noise reduction solutions and spoke about their particular noise issues. For the next three days, the panel reviewed all types of solutions and strategies to reduce traffic noise for the residents. The subjects ranged from quieter pavements and absorptive noise walls to intersection lids and bridge deck encapsulation. The panel discussions were open, congenial and extremely constructive. At the conclusion of the workshop, the panel made a public presentation of its findings and recommendations to the neighbourhood residents and members of the press and public. Questions from the audience were fielded by panel members. There was a lot of interest in the ministry's experience with open-graded asphalt in Nanaimo to reduce traffic noise.

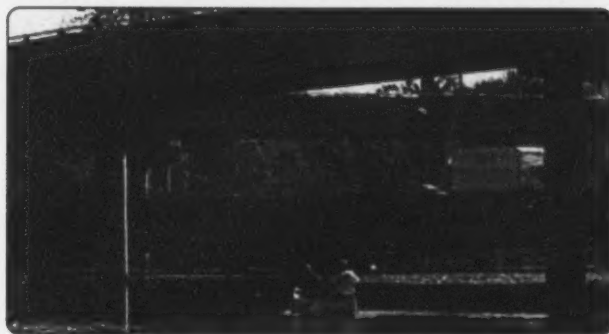
Although the days were long and busy, the workshop was very rewarding. It was great to work with the world's leading traffic noise experts and the professionals on the WSDOT SR 520 project team. ♦



International experts brainstorm noise reduction solutions. Photo by Len Sielecki.



Evergreen Point Bridge, the longest floating bridge in the world, carries more than 150,000 vehicles a day. Photo by Ulf Sandberg.



Recreational activities on Lake Washington are a local interest. Photo by Ulf Sandberg.

# DriveBC Team Accelerates Launch of First Emergency Traffic Advisory

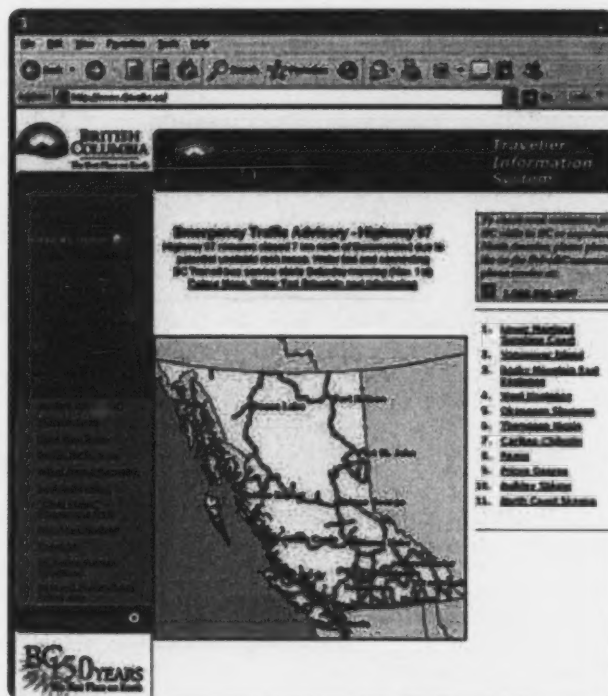
Submitted by Rick Stangeland, Manager, Business Analysis

**As you all know by now**, a portion of Highway 97 was closed, starting on the last weekend in October, due to an enormous unstable rock mass looming above the highway. What you may not know is that a very dedicated group of staff that work on the DriveBC Team worked very hard (and late!) that weekend to ensure critical information relating to the highway closure was given front page visibility on DriveBC.

It all started with a Sunday phone call from Murray Tekano (Okanagan Shuswap District Manager) to Gord Smith (Graphics Department Manager). Murray had no trouble convincing Gord that the unstable rock mass was an extraordinary event that required communications to the public above and beyond normal ministry protocol.

The DriveBC Team had recently been investigating potential technical solutions for the publication of Emergency Advisories on DriveBC, and Gord was fortunate enough to be involved with some of the prototype development. Gord leveraged the prototype work and assembled a solution that could quickly be implemented in our production environment. The result was the publication of DriveBC's first ever Emergency Travel Advisory – amazingly less than 24 hours after Gord got the first call. The result is shown in the attached photo.

A huge thank you to all DriveBC Team members involved in making this a success, but special thanks must specifically go to the folks who dropped what they were doing on the weekend to make this happen: Gord Smith, Gavin McLeod and Robin Windels. Good work team! ♦



DriveBC's first front-page Emergency Traffic Advisory advised travellers of the Highway 97 closure, and provided links to information about alternate routes.



**Submit your stories and photos:**

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## Ministry of Transportation and Infrastructure Climate Action Program

### Bike BC Puts \$31 Million into Cycling Projects

Submitted by Jody Deane, Climate Action Program

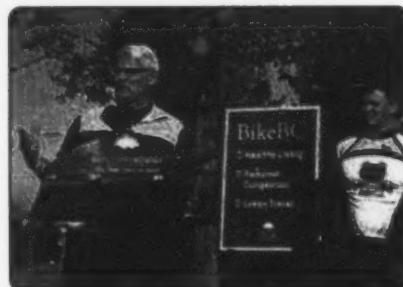
On September 16, Premier Gordon Campbell and Transportation and Infrastructure Minister Kevin Falcon rode up to the media on their bikes to announce Bike BC, a new cycling program that will provide \$31 million in funding over the next three years for cycling projects. And it was certainly a great day for cycling! The sun was shining and the announcement location was on the Central Valley Greenway in Vancouver, a great little spot that showcased the ease and convenience of cycling.

The following week, on September 22, Minister Falcon was on his bike again, this time in Kelowna making the first local Bike BC funding announcement. While the weather wasn't as nice, the announcement certainly was. The City of Kelowna will be partnering with the Ministry of Transportation and Infrastructure to deliver the second of three sections of the Rails-With-Trails project, from the University of British Columbia's Okanagan campus to Sexsmith Road. Rails-with-Trails is a multi-use pathway for cyclists and pedestrians, that is located beside an active rail line.

The city will also be partnering with the ministry to deliver two smaller community cycling projects. The total contribution from Bike BC in Kelowna will be more than \$2.4 million!

The Bike BC program consists of three components. The first is the \$6 million Cycling Infrastructure Partnerships Program, administered by Alan Callander in the Planning and Policy Branch. The second is the \$15 million Provincial Cycling Investment Program, administered by the Climate Action Program and the third is \$10 million from the Gateway Program, specifically for facilities to be built in the Gateway communities. The majority of the funding will be allocated through 50/50 cost sharing with local governments – potentially creating \$62 million of cycling investment over the next three years!

Cycling is a key part of the province's strategy to address climate change and reduce greenhouse gas emissions by 33 per cent for 2020. Cycling is included in the government's climate and healthy living initiatives, including the Climate Action Plan and the Provincial Transit Plan. By promoting cycling, we are encouraging people to rethink the way they travel, commute and run errands. With the new facilities funded from this program, we are supporting cycling as a carbon-neutral form of transportation throughout B.C. ♦



Premier Gordon Campbell and Minister Kevin Falcon announce new program to encourage cycling.



Minister Kevin Falcon and Kelowna Mayor Sharon Shepherd with map of cycling projects, where the province will contribute about \$2.4 million.

## Turn the Key and Make BC Idle Free...

Submitted by Maggie Malek, Climate Action Program

**Idle-Free BC**, a partnership between municipalities, private companies and several ministries (including the Ministry of Transportation and Infrastructure) is working to build awareness among operators of vehicle fleets and the public about the economic, environmental and health costs of idling. While some idling is required when operating vehicles, the goal is to help identify ways that fleets and the public can reduce unnecessary idling with minimal impact on day-to-day operations.

Check out these facts:

- Idling will lead to more rapid engine oil contamination, due to increased residue in the engine, resulting in an incomplete combustion cycle and condensation of unburned fuel on cylinder walls. Idling decreases the operating life of engine oil by 75 per cent.
- In addition, the unburned fuel residue will damage the engine, and will result in more frequent servicing and repairs of vital parts of the vehicle.
- While a vehicle idles, it emits pollutants into the air, including greenhouse gases like carbon dioxide and nitrous oxide, and other pollutants that create smog. These contribute to global warming, and threaten public health with poor air quality.
- Idling in places where there is high pedestrian traffic creates a public health risk of respiratory illnesses, such as asthma. Schools are a particularly dangerous place to idle a vehicle, since children's lungs are less developed, and thus more susceptible to poor air quality.

Watch for IdleFree BC signs, like the one pictured here, coming to highway rest stops across the province.



## Greening the Fleet: Success with Bi-Fuel Vehicles

Submitted by Maggie Malek, Climate Action Program

Since 2000, the B.C. Ministry of Transportation and Infrastructure has been "greening" its fleet. Every year, approximately 1/6th of the vehicle fleet is replaced by smaller, more fuel efficient vehicles. All new purchases are diesel, hybrid, or bi-fuel – gasoline with liquid propane or compressed natural gas.

These vehicles significantly reduce greenhouse gas emissions and help preserve our environment. Propane powered vehicles in particular can reduce greenhouse gas emissions by 18 per cent, create 20 per cent less nitrous oxide, up to 60 per cent less carbon monoxide, and emit fewer particulates when compared to gasoline.

Ron Chadwick, a project manager from Field Services in Delta, knows firsthand how beneficial alternate fuels are. Ron drives a bi-fuel Ford Escape, whose total

kilometres driven so far is 25,016 km. Of all the fuel used to drive those kilometres, 421 litres were gasoline and 3,452 litres were propane, making the total propane usage over 89 per cent, saving dollars and the environment!

Ron is living another bi-fuel success story and the Climate Action Program would like to hear yours! Please email [ClimateActionProgram@gov.bc.ca](mailto:ClimateActionProgram@gov.bc.ca) with your "greening" the fleet or personal vehicle success story, to be highlighted in the next edition of the Road Runner.



Ron Chadwick with his bi-fuel Ford Escape.

## Getting there Green continued from page 14

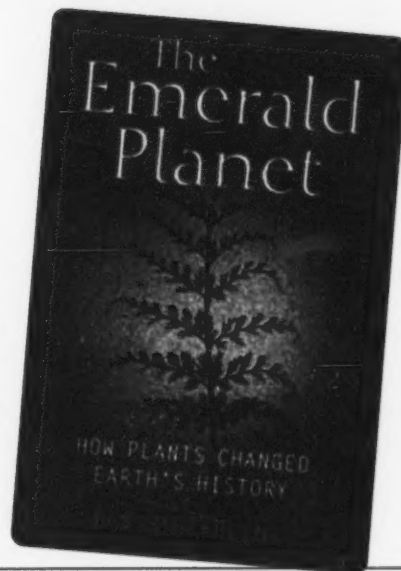
### Climate Action Program Recommended DVD

Let's keep the earth green... The Emerald Planet:

Check out this month's recommended DVD from the Climate Action Program's Intranet Library:

<http://gww.th.gov.bc.ca/cap/library.aspx>

*Plants have transformed our planet over the last 470 million years as they invaded the land and diversified into the astonishing variety we know today. But their influence has reached even further: they have profoundly moulded the earth's climate and the evolutionary trajectory of life. Far from being "silent witnesses to the passage of time", plants are dynamic components of our world, shaping the environment throughout history as much as that environment has shaped them.*



## Videoconferencing: An Opportunity without the Cost

Submitted by Jesse Morwood, A/ District Operations Manager

Many argue that, "There is no replacement for face-to-face meetings." If you share this view I ask, "How many face-to-face meetings and conversations do you miss when you travel for a day?" As a fan of videoconferencing (VC) and an advocate for the Climate Action Program, I'm writing to explain why you might want to jump on the VC bandwagon.

VC offers us an alternative to in-person meetings. Over the past year, VC has been installed in all major ministry offices, with a goal to reduce travel by connecting staff face-to-face, virtually.

Opportunity cost as described by NetMBA is "...what must be given up (the next best alternative) as a result of the decision." There are opportunity costs to using VC just as there are opportunity costs to travelling for a face-to-face meeting. However, many VC issues can be resolved quickly and inexpensively, making VC a more viable option. A common problem is being able to adequately see the speaker(s) which hinders the personal connection and reminds us we're in different locations. Some techniques to solve this are to sit closer to the camera, adjust or increase the lighting (lamps are a quick fix), change the angle of the camera, use the projector and screen instead of a television to enlarge the person, or zoom in if your machine has this feature. When you have done everything to allow others to see and hear you clearly and crisply, VC is a great alternative.

What do we give up when we travel to a meeting? Obviously, there is an opportunity cost to the money spent on a

trip to Victoria from Prince George and for the CO2 produced (enough to fill 180 fridges) but the issue of travel transcends beyond financial and environmental costs. Instead, I'd like to ponder how else we could spend that travel time, right here, in our offices and homes.

I estimate that it takes nine hours to travel from Prince George to Victoria and back (if you're lucky). I wonder how many face-to-face interactions I would miss in nine hours...time otherwise spent with my team and co-workers. Also important, I'd miss those 101 funny things that happen daily in the office. I also question how our travel affects those around us. Instead of interacting, we're driving to the airport, checking-in, going through security, waiting in the terminal, sitting on the plane, collecting our luggage and travelling to a hotel or the office. If that time was your own, would you have dinner with friends or spend time with family? My point is that time spent travelling is time missed connecting with co-workers, friends and family.

I am advocating that when organizing your next meeting, you ask yourself – what is the opportunity cost of travel for the Ministry of Transportation and Infrastructure and each person that has to attend? Please consider videoconferencing as an alternative.



In Fort St. John, Sacha Antifaeff and Stephanie Mancha videoconference with Prince George-based Judy Gunderson.



# Golden Reflections on Videoconferencing

Submitted by Leanne Flood, Stakeholder Relations

**The Kicking Horse Canyon Project (KHCP) has a unique challenge** – the project (and therefore “command central”) is located in Golden, but team members are located in Golden, Kamloops, Kelowna, Victoria, etc! For team members outside of Golden, travelling to the site means flying to Kamloops, Cranbrook or Calgary and then driving about three hours to Golden. Add in meeting time, and usually an overnight stay is required.

From the start, we realized this is a costly process in terms of employee time, travel dollars and greenhouse gas production. And, it was a significant factor in how frequently we meet face to face, since the average team meeting involves 10-20 people. But we also realized that the quality of communication was affected by the lack of visual interaction along with the verbal communication. As noted by Senior Project Director Murray Tekano, “Communication is the most important element of team building and maintenance. Diluted conversations by teleconference just didn’t provide the same level communication for good team building as they lacked the richness of visual interaction.”

We needed a way to bring the entire team into meetings in a cost effective way, and had contemplated videoconferencing a few years back when we became aware that the local hospital had the set-up. Through the service delivery network, we developed a protocol for accessing these facilities in exchange for sharing our resources (like meeting rooms and LCD projectors). But at that time, there were only a limited number of compatible sites where team members could access facilities. Now the options are much more extensive because our ministry has developed facilities in virtually all major centres across the province.

Another development was yet to come. In 2007, we heard through the project grapevine that the Gateway project in Vancouver was experimenting with enhanced web camera systems that could be linked to our boardroom-based systems. With the help of William Ng on the Gateway team, we were able to implement a number of these at roughly 10 per cent of the boardroom-based system cost.

This system basically enables desk to desk video conferencing, providing a new level of interaction on an individual basis where we can now have instantaneous face to

face contact with team members, like walking down the hall into their office. Cuda Brown, Manager, Project Services, is physically located in Kamloops and uses her desktop web cam approximately once a week, particularly when contacting Jon Jensen, the KHCP Project Manager in Golden, who also has a desktop web cam. She finds it just as convenient to dial him up via web cam and also notes that this frees up the boardroom in her office building for other users.

Over the past year, the monthly project management meeting has transformed into a multi-user videoconference. “Using

*continues on the next page...*



Staff in Golden videoconferencing with team members at the Saanich District Office and Burnaby Regional Office.

## Golden Reflections on Videoconferencing *continued from page 16*

the videoconference tools just once saved us enough money to pay for the entire system," according to KHCP Project Manager Jon Jensen.

Cuda Brown feels videoconferencing "helps me have a better work-life balance because I'm spending less time on the road and I can be home in time for dinner." She also says, "There is less of a safety risk, because project staff can avoid driving through the mountain passes in winter weather conditions."

Starla Weigel, the KHCP Administrative Assistant in Golden, finds it useful for scheduling meetings, especially with Murray Tekano when he is working out of his Kelowna office. "He prefers it over teleconferences" she says, "as it is more person to person." She adds that "We are still learning and still feel that we haven't yet reached the full potential of this amazing technology."

All of the team members described how convenient it is to share presentations, spreadsheets, plans and other documents from each others' computer desk tops, and Murray Tekano has commented that Kevin Richter, Southern Interior Regional Director, has been known to place hand-drawn sketches in front of the camera during their meetings.

Recently, a new position was posted for the project office in Golden, and one of the applicants was interviewed (and in the end, hired) via videoconference. This saved sending panel members to a central interview location, or having the candidate travel to Golden.

Darcy Grykuliak, Lead Engineer, KHCP finds videoconferencing to be a very effective communication tool because "The face to face interaction captures people's feelings and ideas in a way that phone conferences can't." He also

commented that "The challenge of video conferencing is similar to using any new technology in that it takes time to get hardware and software in place as well as instruct users as to how to use the technology. This has not been a significant problem however, and users have been able to adapt fairly easily."

So far, the use of videoconferencing on the KHCP has been quite successful. Jon Jensen believes "Video conferencing is a tool that saves time money and is good for the environment. Another win-win for the ministry."

Murray Tekano shares his final sentiments on videoconferencing with this: "My new motto: 'Don't leave the home office without it.' I love it!"

## Videoconferencing Used to Say "Hallow" to My Little Orange Friend

Submitted by Joseph S. Alain, A/Manager, Systems Services

The Southern Interior Region got into the hallow-spirit at their first annual "pumpkin-carving contest."

On Friday, Oct. 31, various groups across the region were cleaning, creating, cutting and carving, in a contest that was sure to bring out the "jack" in everyone!

Teams had to supply all of their own tools and were given a time limit to complete

their pump-ka-piece before judging took place here at the regional office, as well as remotely via video conference.

The patch of pump-ticipants whom created the winning pumpkin were awarded one year's worth of bragging rights, and a Hallows-Eve Pumpkin Pie Party complete with Spooked Cream! ♦

(See page 25 for full Halloween coverage!)



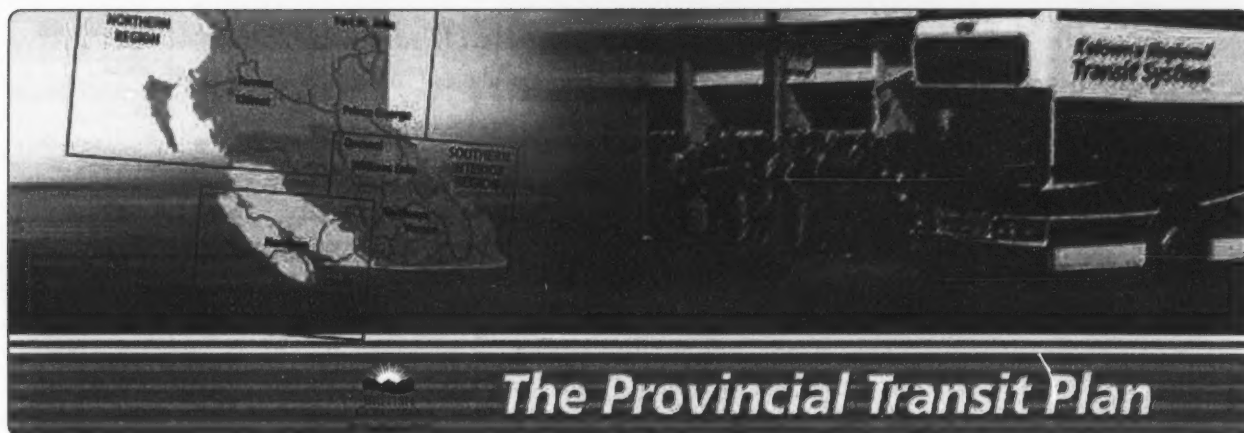
Teams brought their own tools to the task.



Field Services carved up an intricate set of pumpkins.



A Kiss-inspired pumpkin was a striking contest entry.



## Come Ride with Us.... on RapidBus BC!

Submitted by Jean Bishop, A/Transit Analyst

In the last issue of the Road Runner, we explored the variety of transit services that will be provided to the regions outside of Metro Vancouver. As you may recall, the Province through the Provincial Transit Plan, will double ridership to more than 400 million transit trips per year by 2020.

The feature highlighted in this article is the \$1.2 billion investment in RapidBus BC. This service will be based on new cutting-edge energy efficient, high capacity bus systems running along nine major routes in Metro Vancouver, Kelowna and Victoria.

What is RapidBus BC? This new services is an extension of regular bus service that will be more direct, frequent and easily identifiable within each community as an attractive alternative to driving. RapidBus BC services will function as the "spine" of the transit system where people will be able to arrive at designated stops by several modes (e.g. walking, cycling, park-and-ride, and other forms of local area transit). From there customers using the service will expect to wait only a few minutes for a bus and would not need to refer to a schedule.

RapidBus BC services will operate for the same duration as any other services in the system, including other evening and weekend bus and rail services. The operating speeds of RapidBus BC services need to be comparable or better than private automobile, particularly in congested conditions. The relative speeds will influence the extent of transit priority measures needed.

Where significant congestion exists and average travel speeds for transit are low, preferential treatment will be provided around specific bottlenecks (or the entire corridor). These may include transit priority treatments, transit signal priority, bypass lanes and exclusive lanes.

RapidBus BC, supported by considerable investment, will deliver a range of bus services beyond the conventional. Customers will discover an enhanced transit experience including:

- station and vehicle infrastructure upgrades,
- rapid, reliable and frequent service, and
- increased customer access, comfort and safety.

The evolving investments behind the RapidBus BC systems will provide transit capacity expansion along corridors in the different areas of British Columbia. It will:

- encourage and promote incentives for new riders to choose an alternative to taking their car,
- increase the market share for transit ridership,
- contribute to the reduction of green house gas (GHG) emissions, and
- create the opportunity for communities and neighbourhoods to change zoning and land use plans to allow for the increased density and development of neighbourhoods that are transit friendly.

RapidBus BC is a logical step in the evolution from conventional bus service, to more efficient, healthier, transit friendly communities and is implemented when demand and corridor maturity do not yet warrant Light Rail Transit (LRT) or Advanced Light Rail Transit (ALRT) systems.

*continues on the next page...*

**Next Time:**

**Come Ride with Us... and Help Change Culture!**



# Come Ride with Us.... on RapidBus BC! continued from page 18

We will be using the following principle guidelines when looking at all the different RapidBus BC projects:

- **Land Use Patterns:** services will be an integral part to shaping and supporting land use plans within 400 metres of the stations, through transit-oriented development patterns. Land use types, mixture and form are essential to sustaining attractive transit services.
- **Transit Services:** services will be direct and frequent, and identifiable to the community to increase attractiveness as an alternative to driving. The services will be rapid and reliable. In areas of congestion for general purpose traffic, transit accommodation strategies will be implemented to enhance travel time relative to the private automobile (e.g. queue jumping for buses at congested intersections).
- **Stations and Stops:** in order to increase customer access, comfort and safety, RapidBus BC stations and stops will be uniquely designed in terms of treatments and passenger amenities to reflect the enhanced services offered to RapidBus BC users.
- **Vehicles:** a broad range of transit vehicles are possible to provide RapidBus BC services, but passenger capacity and comfort will be ensured through on-board vehicle features and interior design.

The new buses will be selected to meet the specific needs of each community in cost-effective, and energy efficient ways. Clean technologies will be selected for all new buses used in the RapidBus BC program.

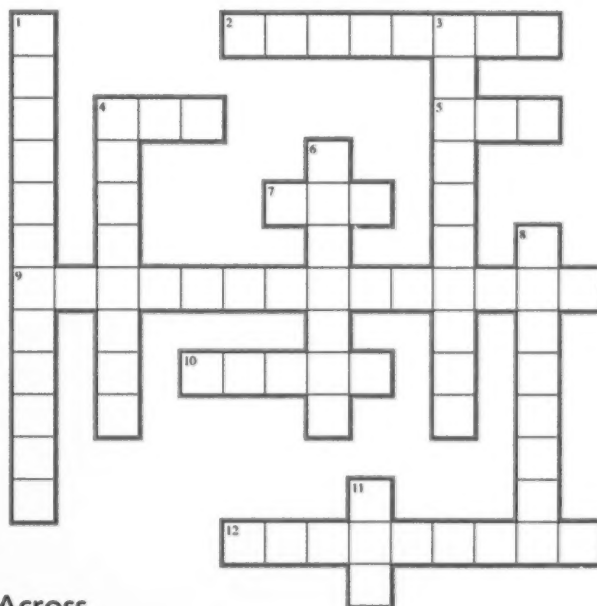
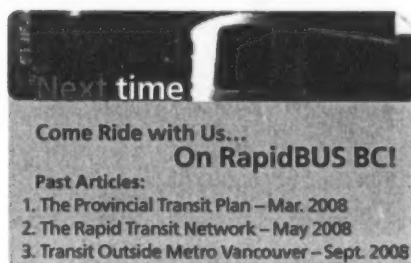


New staff being delivered to the Transit Branch (left to right): Kevin House, Transit Analyst (Temporary Assignment); Julie Lawrence, Transit Analyst (Temporary Assignment); Jean Bishop, Transit Analyst (Temporary Assignment); and Greg Humphrey, Manager Transit Program Monitoring.

## Transit Joke:

How do rabbits get to work?  
By rabbit transit!

At this time our Ministry is working in partnership with BC Transit and TransLink on a more detailed functional definition. Once complete it will be published on our website: [http://www.th.gov.bc.ca/transit\\_plan/index.html](http://www.th.gov.bc.ca/transit_plan/index.html). ♦



## Across

- 2) City listed in article
- 4) Transit vehicle
- 5) Provincial Transit Plan acronym
- 7) Light Rail Transit acronym
- 9) Region listed in article
- 10) Quick
- 12) Director Transit

## Down

- 1) Manager Transit program monitoring
- 3) Program under discussion
- 4) Passenger pick up point
- 6) Car alternative
- 8) Can depend on
- 11) Green house gas acronym

Answers to the puzzle can be found at: <http://www.th.gov.bc.ca/gwwwtransit>

# EAF Employee Advisory Forum

## Team Appreciation Appreciates Your Ideas

Submitted by Ashley Johnston, Team Appreciation Member and Permit Centre Clerk

Appreciation is an expression of admiration, approval and gratitude. With that in mind, Team Appreciation of the Employee Advisory Forum (EAF) works hard to come up with numerous ways to show appreciation. Team Appreciation is broken up into two different parts – Leadership and Recognition.

Outstanding leadership makes employees happy, and we all know that happy employees have a much easier time producing excellent work. To support and promote leadership, Team Appreciation members are taking courses designed to develop and improve leadership skills, with the intent to recommend these courses to supervisors or managers. While these courses are readily available for supervisors or managers, we are encouraging managers to recognize front line staff who are going the extra mile, by permitting them to participate in some of these courses as well. As members of the EAF, we cannot stress enough that every employee is their own leader – taking control of their career path through their Employee Performance Development Plan (EPDP). The EPDP allows you to look at where you are with the ministry, and where you would like your career to evolve. Even if you are 100 per cent satisfied, happy and content with your current position, completion of your EPDP with the involvement of your supervisor, allows you to pick and choose courses that enhance your day-to-day work.

It is always rewarding for employees to be recognized for the hard work and accomplishments they have achieved. A good old “thank you” and pat on the back is definitely appreciated; however, sometimes the person providing the recognition can’t help but feel that might not be enough. To assist, Team Appreciation has developed a Recognition Toolkit which can be found on the EAF web site: <http://www.th.gov.bc.ca/eaf/recognition.asp>. Other ways to recognize a colleague can be found on the BC Public Service Agency website: <http://www.bcpublicservice.ca/awards/>

With 2009 steadily approaching, the EAF is getting ready for “The Year of the Peer” in which we want all employees to take part. Take a look at your colleagues and consider leadership and recognition. Think about those who go out of their way to help you and make your day more enjoyable by lightening your workload, and constantly look for ways to show appreciation. Keep in mind that we welcome opinions and ideas from anyone. Team Appreciation we would love to hear from you. Please feel free to contact a member of our team or an EAF member to make your voice heard.



Yongmei Chen



Heather Lilburn



Terry Harbicht



Ashley Johnston



Brendan Kelly



Dennis Pryhitko



Naasir Malik



Crystal Chenier

## Merit-Based Hiring Tips for Managers

Submitted by Sheila Chan, Staffing for the Future Team Member and Project Management Technician, Gateway Program

As mentioned in the May 2008 issue of the Road Runner, the newly established Employee Advisory Forum Staffing Practice Team "Staffing for the Future" has sent out a short survey to a random sampling of staff to find out what ministry employees think about staffing practices and merit-based hiring in the ministry. The survey is now completed. Out of 281 surveys that were sent out to a random sampling group within the ministry, the team received 142 responses (50.5 per cent). The team appreciates everyone's input and thank everyone for their participation.

We are now in the process of reviewing the results and comments. Once all the responses are reviewed, the team is planning to conduct focus groups around the province to listen to staff's thought on hiring practices – what you think is important to hiring practices, what works well right now and where there are areas for improvement.

I recently attended the Managing in the BC Public Service course offered by the B.C. Public Service Agency. One of the assignments from the course is to write a learning report and I chose merit and hiring as my paper's topic because of my involvement in the Staffing for the Future team. During the three-day conferences, as a part of this course, I had the honour of meeting and speaking to Merit Commissioner Joy Illington about hiring and merit.

Here are five things that any hiring manager needs to know about hiring practices and hiring:

1) The high quality of the B.C. public service is a direct result of the application of merit in the hiring process of B.C. public servants. Based on the principle of merit, B.C. public servants are selected and appropriately placed in their positions to provide different critical services to the citizens of British Columbia. Therefore, staffing/hiring decisions have a profound impact for our organization.

2) Before staffing decisions are made, all factors of merit should be considered. The different factors of merit include:

- Education
- Experience
- Knowledge, skills and abilities
- Past work performance
- Years of continuous service in the Public Services

These factors are outlined in the BCPSA – Merit and Guiding Principles. (Visit [http://www.hrtoolkit.gov.bc.ca/staffing/practice\\_guidelines/merit.htm](http://www.hrtoolkit.gov.bc.ca/staffing/practice_guidelines/merit.htm) for more details.)

3) Always consult your Ministry PSA HR consultant. Managers only hire when a vacancy is available in their business unit. However, the Public Service Agency HR consultant assigned to your ministry handles hiring on a daily basis. Thus, the consultant is familiar with the hiring process and will be an invaluable resource whether it is for guidance or for information.

4) Review the manager's hiring checklist before the hiring interview and making a hiring decision. This list will serve as a memory check for the hiring manager to ensure that all aspects are covered before a hiring decision is made. The hiring checklist is on the At Your Service website under Careers & Hiring on the left hand column.

<https://employee.gov.bc.ca/src/fileuploads/hiringmanagerchecklist.pdf>

5) Communicate the importance of merit-based hiring. Often, an applicant does not know what merit-based hiring is and sometimes even the interviewers do not understand the importance of merit. It is important for the hiring manager to communicate the importance of merit to the interviewers and the interviewees. With the principle of merit clearly outlined and stated, the hiring process is expected to include merit-based selection criteria for applicants. For more information what merit is, visit [http://www.hrtoolkit.gov.bc.ca/staffing/practice\\_guidelines/merit.htm](http://www.hrtoolkit.gov.bc.ca/staffing/practice_guidelines/merit.htm).

### Manager's HR Toolkit

BC Public Service Agency

The Manager's HR Toolkit is a valuable resource for managers who are hiring staff.



## **Suggestions for Retirement (And All Stages of Life)**

Submitted by Dianne Friend, Road to Opportunity Team Member  
and Regional Administrative Clerk

### **Before You Retire**

- Establish a good work/life balance many years before you retire and zealously maintain it
- Refrain from working on weekends if you work at a regular job
- Maintain optimum health while you are working
- Be open to learning new things at work and in your personal life
- Have a major life purpose other than your work
- Develop close friendships outside of your workplace
- Maintain and don't neglect your true friendships so that they are still thriving when you retire
- Learn how to handle freedom
- Accept that money may give you style and comfort but not happiness
- Learn how to enjoy solitude
- Indulge in regular strenuous exercise so that you will be physically fit
- Take all of your paid vacation time and learn how to be more leisurely
- Travel a lot
- Don't tie your identity to your job
- Regularly take a vacation day from work to just loaf and to experience the leisure class
- Take pre-retirement courses to deal with the personal and financial issues
- Above all, don't put off being happy until you retire; the ability to be happy before you retire, regardless of your financial situation, is the key to having a happy retirement

### **For Life-Long Happiness**

- Have purpose enough for satisfaction
- Work enough for sustenance
- Sanity enough to know when to play and when to rest
- Wealth enough for basic needs
- Affection enough to love yourself
- Charity enough to give to others in need
- Courage enough to face difficulties
- Creativity enough to solve problems
- Humour enough to laugh at will
- Hope enough to expect an interesting tomorrow
- Gratitude enough to appreciate what you have

### **There Is Life After Retirement – Suggested Active/ Leisure Activities**

- Writing
- Reading
- Exercising
- Walking
- Painting a picture
- Playing music
- Dancing
- Taking a course



Business Coordinator Josie Jones enjoys fly fishing.

## EAF Employee Advisory Forum *continued from page 22*

### Suggestions for Retirement (And All Stages of Life) *continued*

Make a list of your favourite courses, cities, countries, resorts, sports games, artists, authors and artistic pursuits.

Take time to enrich human relations.

Lower your expectations of others and yourself and you will be much happier and relaxed.

#### Other Activities

- |                           |                      |                       |
|---------------------------|----------------------|-----------------------|
| • Meditate                | • Wash/fix your car  | • Take up gardening   |
| • Read magazines/books    | • Remodel your house | • Critique 10 movies  |
| • Visit people            | • Walk in the park   | • Explore your city   |
| • Be creative, artistic   | • Walk in the rain   | • Write a song        |
| • Volunteer               | • Take a nap         | • Attend a symphony   |
| • Discover a new hobby    | • Write letters      | • Attend an opera     |
| • Cycle, jog or swim      | • Listen to music    | • Attend live theatre |
| • Design a tool or object | • Work on a hobby    | • Play an instrument  |

For further information please see the corporate library:  
<http://secure.corplib.gov.bc.ca/M10096Staff/OPAC/> for the following books:

**Life Changes : Growing Through Personal Transitions** Call #: 155.24 S745 1990 CAR  
Author: Sabina A. Spencer.

**Joy of Not Working : A Book for the Retired, Unemployed, and Overworked** Call #790.0135 Z49 2003 CAR  
Author: Ernie J. Zelinski.

**Three Boxes of Life and How to Get Out of Them: An Introduction to Life/Work Planning** Call #650.14 B691 1981 CAR  
Author: Richard N. Bolles. ♦

## Improvements Being Made on Westside Road

Submitted by Rusty Hewitt, District Program Manager

For the last couple of years, the Okanagan Shuswap District has worked with the Westside Road Improvement Committee to make incremental improvements on the road. The committee identified numerous locations where they wanted to see improvements and then voted on the priorities. The district has since completed its second year of low-cost improvements and paving has been finished. Local reception of the projects has been positive, although some would like the entire 60-kilometre corridor upgraded much sooner.

Both this year's and the previous year's work were constructed by day labour, supervised onsite by V. Lange Consulting. This year, we removed a rock outcrop on a hazardous 20 km/h corner northbound,

and widened the road for 400 metres on both sides, to improve alignment and sight distance. Last year's project was immediately adjacent to this one, with similar works being undertaken.

Westside Road, north of Kelowna along Okanagan Lake, serves two popular provincial parks and is the only through road servicing the west side of the lake between Kelowna and Vernon.

*continues on the next page...*

### Submit your stories and photos:

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Ministry of  
Transportation and Infrastructure

## EAF Employee Advisory Forum *continued from page 22*

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- Explore your city
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*continues on the next page...*

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## Improvements Being Made on Westside Road ued from page 23

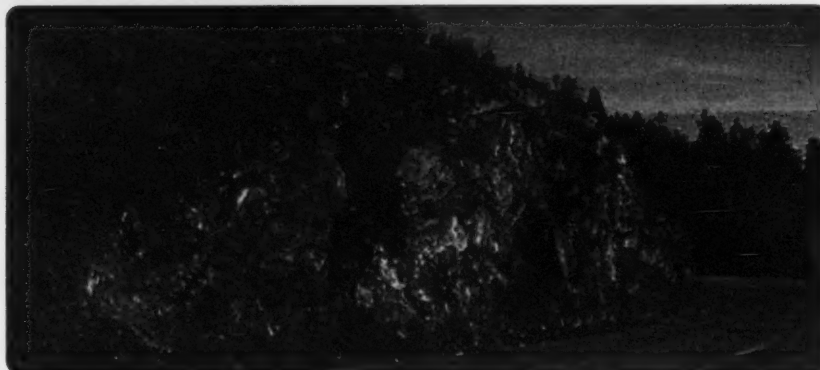


Southbound Before: Section on Westside Road where work was done in 2007.



Southbound After: Road alignment and sight distance are improved.

Northbound Before: Note rock outcrop on a hazardous 20 km/h corner.



Northbound After: Rock outcrop has been removed and road widened on both sides.



# CVSE's Haunted HQ Office

Submitted by Barb Morris, Carrier Profile Analyst

This year the CVSE Branch staff in Victoria got into the real Halloween spirit and transformed their workplace into a haunted office. A small crew of staff decorated the space in style, the Sunday before Halloween. Ghosts and goblins were floating across the room, witches cackling, blood dripping off the walls and skulls talking to each other. The staff never knew what was going to be around each corner!

On Oct. 30, CVSE staff dressed up and invited the rest of the ministry in to tour the spooky office and make an admission donation to PECSEF. They were greeted by a headless bride and received trick or treat bags. It was received so well that many came back a second time with their children. We raised over \$200 in donations. Thank you to all that participated.

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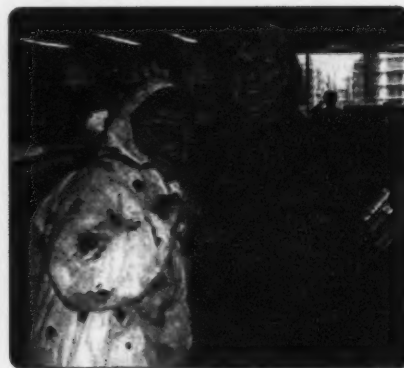
Ebenezer Scrooge (Dale Dickson) was in the right place to be haunted by ghosts of Christmas past.



Pippi Longstocking (Suzanne Watson) gave visitors a friendly greeting.



Costume Judge Gloria Valle enters the back way with great trepidation.



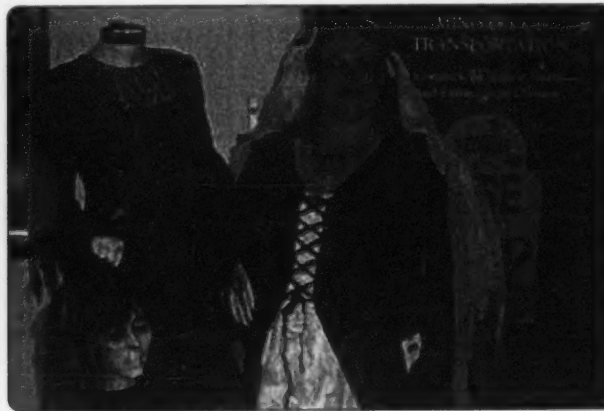
Haunted office visitor Mary-Ethel Audley pats adorable Dalmatian pup (Lyn Zethof).



Professor Sinistra (Patricia McDonald) was spelling binding.



CVSE at work with a skeleton staff.



Headless bride and Chandra Morrison greet visitors.

*continues on the next page...*

## CVSE's Haunted HQ Office *continued from page 25*



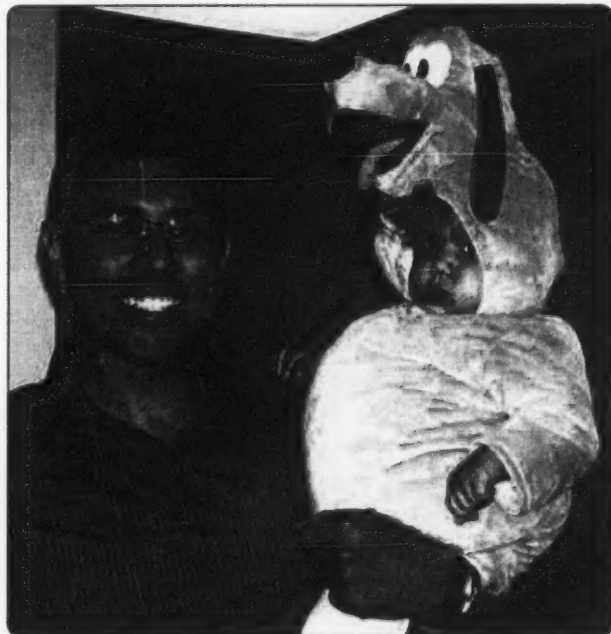
The CVSE cast of characters lines up for the final costume judging.



Gloria Valle presents Medusa (Elaine Vale) with first prize.

### Burnaby Gets Young Trick or Treater

Regional Transit Manager Ashok Bhatti brought his 6-1/2 month old son Ashaan into work for a Halloween visit. No doubt this young Pluto was admired by all in the South Coast Regional Office in Burnaby.



### Scary Arrest in Nanaimo

Submitted by Joyce Pool, District Services Manager

Two beautiful females and some groovy looking guy, look on as "Officer Oliver" apprehends and locks up the mean and nasty gooligan recently spotted raising terror in Nanaimo. No injuries or incidents were reported other than sore sides from all the laughter! (Who are these people anyway?)



John Mackay (groovy guy), Wayne Jentsch (gooligan), Darren Englund (officer), Janelle Erwin (Jeannie) and Barbara Thomas (sorcerer).



# Headquarters Halloween

Submitted by Various Ghosts, Ghouls and Goblins

Ministry headquarters in Victoria was a lively place the last week of October.

The Information Management Branch got into the mood by renaming everyone's workspace with a scary theme. Usually going by the acronym IMB, the branch was transformed into IM Boo by Gina Zak and Tahna Neilson. They came up with such chilling labels as Count Cam's Cavern of Carnage, Kelly's Kalamitous Kauldron and Loquacious Lionel's Loathsome Lair.

The Construction and Maintenance Branch organized a Halloween pizza luncheon and invited other ministry employees in the building. Scary music and favourite Halloween tunes like *Monster Mash* set the mood. And of course, CVSE's Haunted Office provided plenty of ghoulish fun and laughs for folks.

A few other people also transformed on Oct. 31 – including the Transportation Policy Branch which had its own costume contest.

*continues on the next page...*



Transportation Policy Branch contest winner Kirk Rockerbie shows just how casual Fridays can be when it's Halloween.



Gillian Moxham, Mary-Ethel Audley and Audrey Hepburn (Rachel Morgan) were bewitching.



"The Terrible Two" – Sandra Jackman and Mary-Ethel Audley.



Hollywood celebrity Whoopi Goldberg (Sandy Frohlich) stopped by for the CVSE festivities.



At the pizza lunch, Saj Rahman was presented with best costume prize by Monique Meek for his portrayal of "The Bad Fairy."

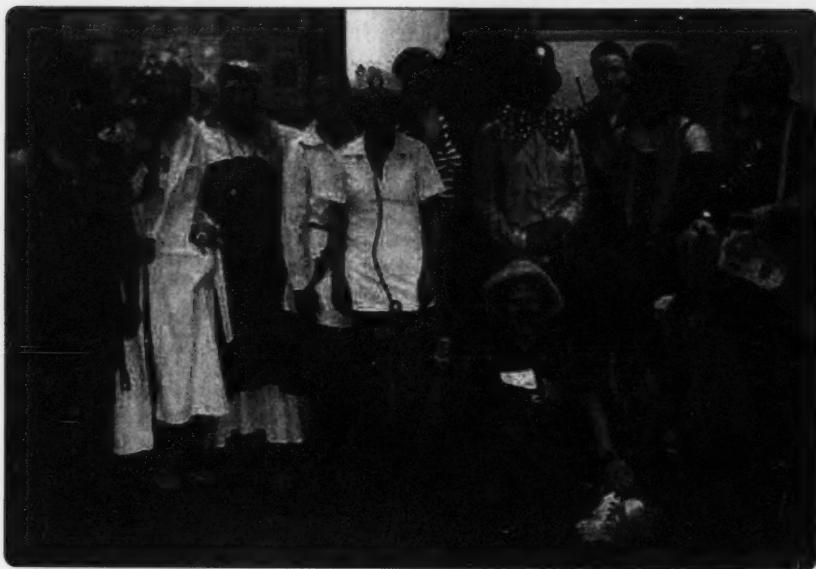


JoAnn Clar displays her scary hairy tarantula.



God's Gift to Women is Brent Russell from IM Boo.

## Headquarters Halloween *continued from page 27*



The pizza lunch participants show their spirit.



Bunny Jannea Ruffle and devil Haley Miller were a lively pair.



Rambo, (also known as Raynier Pipke) had witch Tamara Ford on the run with his machine gun that shot real foam bullets.



Cat, witch and pirate – Nancy McLeod, Wendy Grant and Beverly van Druten-Blais.

**Submit your stories and photos:**

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# Spooktacular Events of the Northern Region

Submitted by Ron Wiebe, Project Information Officer

Two Spooktacular events leading up to All Hallows Eve were staged in the Northern Region office. Thursday was a day to determine the best-dressed pumpkin. Participants had 30 minutes to create their work of art.

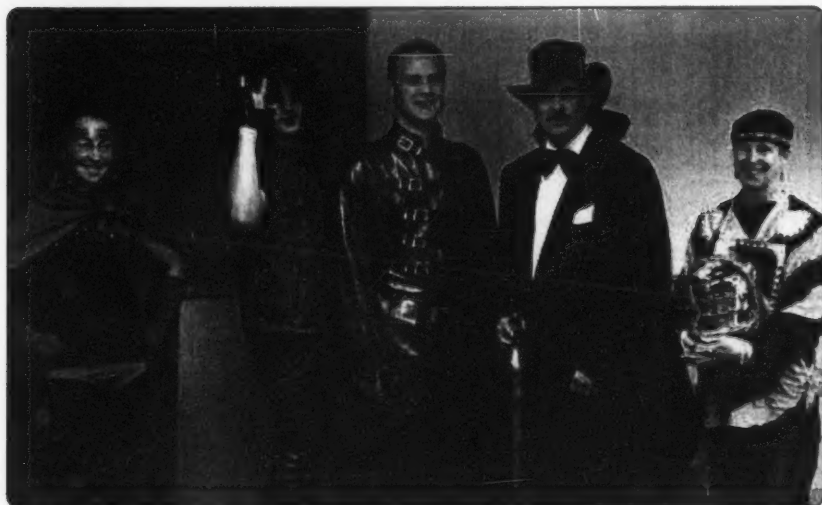
A skeleton staff turned up for work on Friday, along with some ghoulishly-clad pranksters who were set to play a few tricks on their colleagues. ♦



An intense Nicole Folk shows her winning form in carving a face of a beagle on her pumpkin.



Northern Region Pumpkin Carvers were Jordan Wenzel, Rosemary Barnewall, Judy Gunderson, Nicole Folk (winner) and Shanna Mason.



Souls and Soul-less of the North: Rosie the Superhero (Rosemary Barnewall) – some thought her superpower has something to do with slope stabilization! Super Sweet (Jordan Wenzel) – pour a little sugar on this funky dude! Don't underestimate this de-fanged vampire (Ryan Todd) – he's a three-time gold medallist office Olympian. Super Dapper Pat Egan wants to suck your bloooooood – but it would seriously mess up his moustache. Wendy Herring – who knew she was a foreign coffee bean dealer?



Shanna Mason and Judy Gunderson work feverishly within the 30-minute time limit to prep their gourds for judging.



# Transportation Association of Canada Conference – B.C. is Next!

Submitted by Tracy Houser, Project Manager

More than a thousand people came to their feet as the notes of the lone bagpiper grew in intensity. The uniforms were crisp, the flags held high and the room soon hushed. No, it was not the first scene from Braveheart; it was the opening plenary session for the Transportation Association of Canada (TAC) 2008 conference in Toronto, Ontario, in late September.

Sessions such as Transportation Sustainability – from Policy to Reality, Road Safety for P3 Projects and Traffic Operations: What's in Your Toolbox? were interspersed with evening festivities. There were technical tours, including the Pearson Airport (where, yes, passports were required) and standing committee meetings. A record number of attendees gathered new ideas, exchanged insights and experiences, and networked with colleagues from across the country. A new component of the conference this year included poster sessions. These sessions involved the author being available for discussion beside a visual representation or "poster" of their topic or research. One participant quietly confessed that these sessions were the highlight because there was one-on-one time with the authors, which confirms that bigger sessions are not always better.

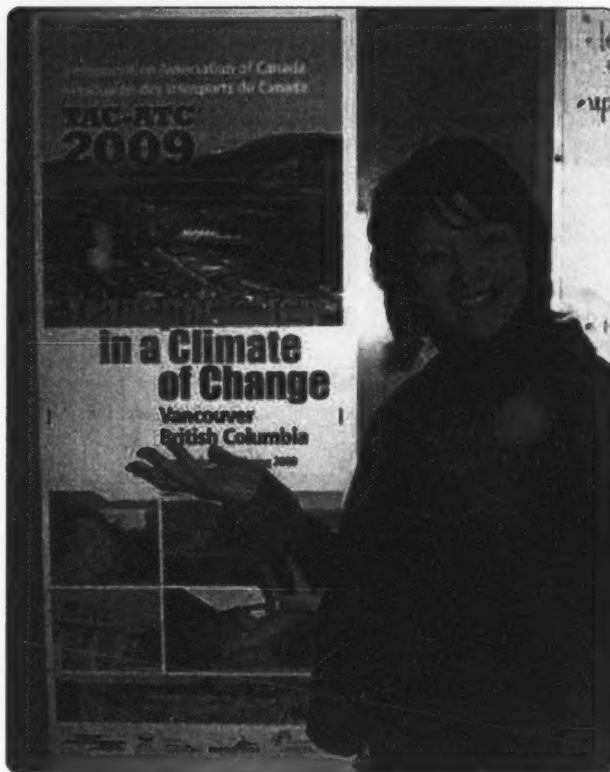
Of course, in my humble opinion (although no poll was taken to confirm these findings), the highlight of the event was the ministry's 2009 booth in the exhibition hall. "Booth?" you ask.... "What booth?" "Telephone booth?" "Photo booth?" "Voting booth?" No...it was the TAC 2009 booth: Transportation in a Climate of Change. Everyone stopped by to visit our display, and we are certain that being located right next to the snack station had nothing to do with it. Many delegates received information about the 2009 conference in Vancouver. Thanks to all the volunteers who helped to create and contribute to our booth!

TransLink, the City of Vancouver and the Ministry of Transportation and Infrastructure came together to staff the booth. From Oct. 18 to 21, 2009 we will be co-hosting the TAC conference in Vancouver. Hence, the customized B.C. chocolates at the 2008 annual banquet (if you leave chocolate they will come...), and the conference invitation personally delivered at the banquet by ADM Sandra Carroll. The engineers, in particular, were delighted by the unexpected video overview of our provincial transportation projects. And as the final strains of the Tourism BC video faded off with images of totem poles and leaping whales, the silence was finally broken by murmurs of "I want to go there!"

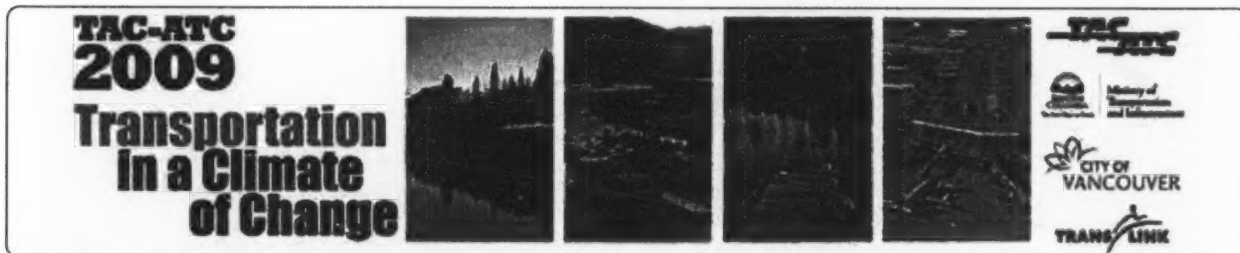
...reminding those of us who live here, that it really is "The Best Place on Earth." ♦

*The TAC 2009 conference is a large event and a great opportunity for us to shine a spotlight on the amazing transportation achievements here in B.C. If you would like to volunteer to assist the local organizing committee with the conference, please contact:*

Tracy Houser, Project Manager, at 250-356-8780 or [tracy.houser@gov.bc.ca](mailto:tracy.houser@gov.bc.ca)



Tracy Houser with poster for the 2009 event that was displayed at booth.



Bookmarks were distributed to conference delegates, as a reminder of next year's event.



# Inspector Competes in North American Championship

Submitted by Darren Kennedy, Commercial Vehicle Inspector

Every year, selected law enforcement personnel representing their respective state, province or territory from across North America converge, to compete in the North American Inspectors Championship (NAIC), hosted by the Commercial Vehicle Safety Alliance (CVSA). Inspectors compete in seven categories to see who is the best of the best. The categories inspectors are evaluated on are: a Level 1 inspection (tractor/trailer), Level 1 inspection procedure, a standard Dangerous Goods inspection, a Dangerous Goods cargo tank inspection, a Level 5 passenger vehicle inspection (motor coach), a personal interview, and a standard CVSA out-of-service criteria exam. Awards are given out to those inspectors who finish with the highest points in some of the individual categories, and the inspector with the highest overall combined points is named the Grand Champion. This honour was bestowed upon our very own Richard Roberts in 2006.

This past August, I had the pleasure to represent British Columbia at the NAIC in Houston, Texas. It's hard to believe that in such a short time so much has happened to the city, with all the hurricanes. I have fond memories of the city and the people whom I met while I was there. I can't say enough about the event and the people who organize and run it. It was definitely first class. The organizers of the event made sure we stayed busy, as we were usually in training or in competition for about 10 hours a day. NAIC is a great opportunity to not only learn new things, but you meet lots of other dedicated people and share ideas and stories. One opportunity to do this was at the Breakfast of Champions, where truck drivers competing in their own truck driving championship, and enforcement staff, sit down and have breakfast together and discuss the trucking industry.

The bottom line throughout the whole competition is to have fun. And we did. One of the biggest highlights for most people was the trip to NASA's Johnson Space Center. It was a chance to relax away from the stress of competing and enjoy ourselves. NAIC is an experience I would encourage any inspector to partake in. I am already looking forward to competing for, and hopefully representing B.C. again in 2010. (I can only represent every two years because as the B.C. champion, I am the host of the next year's provincial competition.) Anyone wanting to know more about CVSA or NAIC can go to [www.cvsa.org](http://www.cvsa.org). ♦



Commercial Vehicle Inspector Darren Kennedy with Trevor Roberts of Saskatchewan, and Elmer Hanson of Manitoba.

## New Hires Take Air Brake Course

Submitted by Darhl Paley, CVSE District Manager

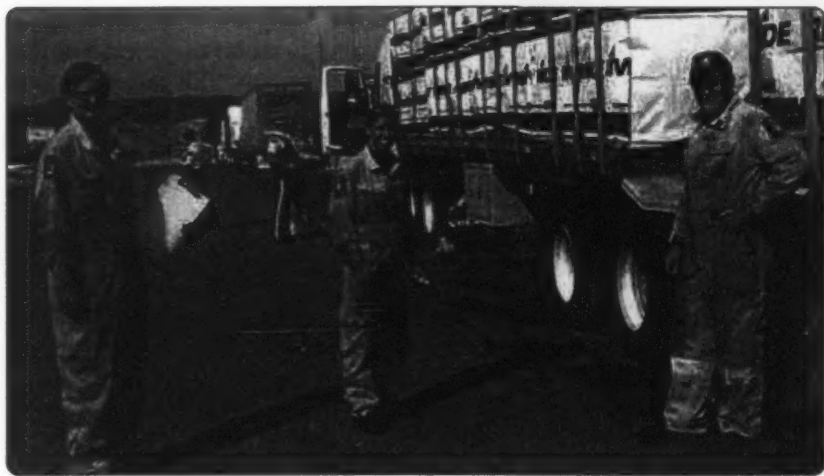
An airbrake course was held this summer, in Prince George, for CVSE's new hires from around the province. Terry Deacon and Ron Beck (both certified BC Airbrake Instructors) did an excellent job delivering this in-house training. ♦

Airbrake course participants from left to right (back row): Peter Shearer, Ron Beck, Chad Ries, Rob Chamberlin, Kevin Curwin, Ken Squarebriggs, Terry Deacon, Michael Jonson, Jason Gillespie, Gord Handlen and Dave Green. Front row: Gerald Remillard, Kelly Rowe, Duane Gill and Marik Goluch (Canadian National Railway Police).



## Checking Trucks Away from Home Base

Submitted by Tito Zannella, CVSE District Manager



A joint road check between CVSE (Thompson Nicola and Okanagan Shuswap Districts) and the RCMP was held on Sept. 17 and 18, in Merritt. Three different work locations were selected, covering three different highways. Overall the road check was deemed a success and staff, especially those from fixed Inspection Stations, enjoyed the opportunity to work away from their home base. ♦

In the photo left to right (front): Inspectors George Brown, Lori Alexander and Denis Doyle; (rear): Cst. Roy Davidson, Cpl. Rob Klassen and Inspector John Swanson.

## Staff Serve Truckers at Appreciation Barbecue

Submitted by Loretta Carlson, Development Approvals Assistant

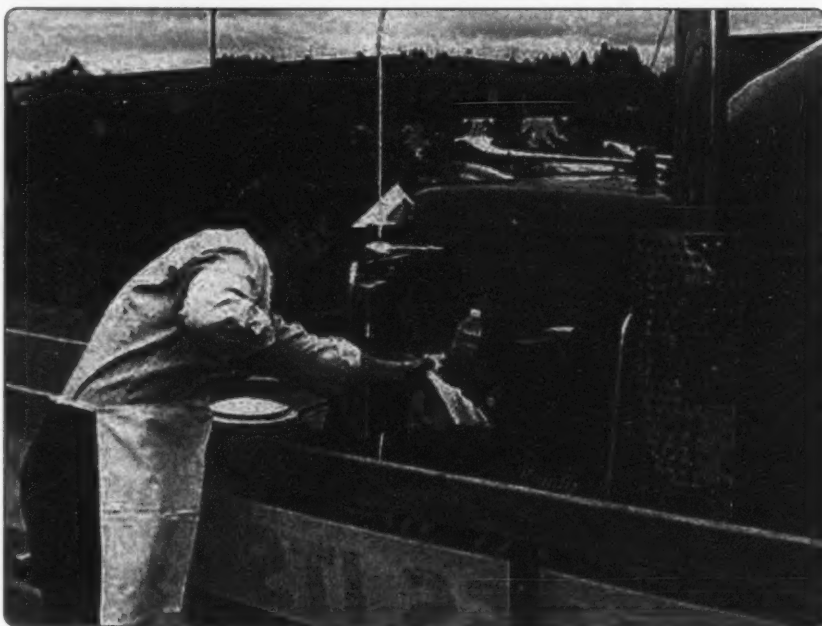
The South Coast Region once again did a fantastic job hosting the Truckers Appreciation Barbecue at the Nordel Inspection Station in Delta, July 23. Thanks to all the volunteers, it was very successful and many truck drivers were given a burger flipped by Transportation and Infrastructure Minister Kevin Falcon.

At the event, the public service celebrated the trucking industry and the positive effect it has on British Columbia's economic growth. Minister Falcon attended as well as South Coast Regional Director Tracy Cooper and Commercial Vehicle Safety and Enforcement Director Greg Gilks. In addition, there was Don McGill from the Teamsters, Brad Randall from the Operating Engineers, and Norm Lynch who is President and Curator of the Teamsters Freight Transportation Museum and Archives Society.

I would like to send out a special "thank you" to my co-planner Pat Harkness and all the volunteers.

CVSE: Steve Haywood, Laura Russell, Donna Rowe, Peter Thompson, Stephen Opp, Ron Sanderson, Cindy Hogg, Les Unrau, Arlene Cordoviz, Susan Del Rosario, Debbie Garofano, Gary Li, Sean Kell, Don Harder, Dario Rossi, Mark Carey, Gordon Bell and Heather Lilburn.

*continues on the next page...*



Minister Kevin Falcon gives lunch to a smiling truck driver.

## Staff Serve Truckers at Appreciation Barbecue *continued from page 32*

**Burnaby Office:** Tracy Cooper, Pat Thomas, Fernanda Badke, Kenedee Ludwar, Adrienne Chow, Patrick Livolsi, Nash Jamal, Val Fabick, Jessie Bains, Ashok Bhatti, John Schnablegger, Vincent Ong and Matt Choquette.

**Lower Mainland District Office:** Brian Atkins, Kurt Edmunds, Debbie Derkson, Jim Hegan, Nathan VandenDungen, Carl Lutz, Grant Smith and Dave Franklin.

**Border Infrastructure Program:** John Bodnarchuk.

As well, a special thank you to Kyle Harkness and Trinna Carlson.

In closing to all of those who came and enjoyed the event, thanks and hope to see you again next year! ♦



Kurt Edmunds hands out burgers to a trucker.



Mark Carey, Patrick Livolsi, Debbie Garofano, Nash Jamal, Don Harder and Les Unrau keep the drive-thru stocked.



Brian Atkins and Tracy Cooper tend to the burgers.



Steve Haywood points out his playful apron. Next time you see him ask, "How many kisses?"



Don McGill (Teamsters Union), Minister Kevin Falcon, Tracy Cooper and Norm Lynch (Teamsters Union) with truck from Teamsters Transportation Museum.



## Here Come the Judges!

Submitted by Tito Zannella, District CVSE Manager

CVSE was contacted by the organizers of "Hot Nite in the City," in Kamloops, and was asked if they would be interested in judging the "Big Rigs" portion of the Aug. 9 vehicle show.

Four CVSE staff jumped at the opportunity to help out and also to promote our ministry and CVSE. Overall the day went very well. Fun was had by all and by day's end; the winners had all been selected unanimously by the panel of judges. The judging criteria for the "Big Rigs" was pre-determined by the event organizers.

The event is held every year in Kamloops and is known far and wide. Cars for the show come from as far away as Alberta, Saskatchewan and Washington State. The "Big Rig" portion of the competition is quite new to the event and about 20 trucks were on display this year. ♦



Tito Zannella, Peter Doyle, Lori Alexander and Kerry Hegedus judged big rigs in the show.



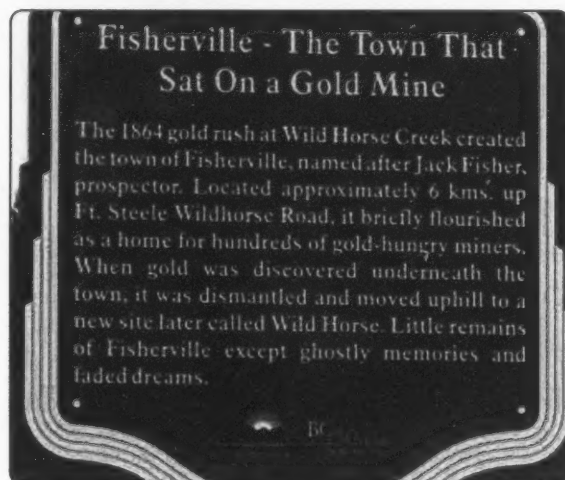
## Scale at Yale

Submitted by Dawn Major, Deputy Director, CVSE  
Toll Gate, Cariboo Highway, 1938 (near Yale).

## Heritage Posters Celebrate Transportation

Submitted by Nancy McLeod, Business Coordinator

To celebrate British Columbia's 150th birthday, the ministry produced 14 transportation-themed heritage posters. The posters were distributed this summer to ministry offices, government offices, tourist information centres and MLAs.



The work was a collaboration of many people, with Barrie Sanford and Beverly van Druten-Blais providing the foundation. Historian Barrie was a wealth of knowledge, writing up the anecdotes and information, while Elaine Galbraith and Lesley Nicholl searched the B.C. Archives for striking images from times gone by. Graphics Specialist Beverly brought it all together in sepia tones to produce compelling stories of transportation – past and present. Graphic artist Nancy Dolan produced greeting card versions. Fact-checking and proof-reading were handled by Nancy McLeod, and Gloria Valle and Liz Young made sure the posters were distributed around the province for others to see and enjoy.

The project was skilfully led by Yongmei Chen, who took a determined and diligent approach to moving production along. Sponsors for the project were Sandra Carroll and Grant Lachmuth.

Sign to mark BC150 installed at pullout by old gold mining town site at Fisherville, near Fort Steele.

*continues on the next page...*



## Heritage Posters Celebrate Transportation *continued from page 34*



Poster featuring lake boats on Upper Arrow Lakes in the early 1900s, and the Osprey 2000, which travels Kootenay Lake today.

Response to the posters has been excellent. The City of Vancouver even wrote to express its appreciation, saying, "They are beautiful posters, informative and with a very appealing layout!"

In another BC150 project, the ministry partnered with the Integrated Land Management Bureau to create 12 Stop of Interest signs, which feature historic land-based events across the province. These signs enhance the Circle Route

Signage Program, and the original Stop of Interest Signage Program, which was created in 1966. The new signs with the BC150 logo were installed during the summer for the benefit of the travelling public. ♦

## Geotech 11 Use Skills in Surprise Elevator Challenge

Submitted by Wayne Janusson, Geotechnical Operations Manager

In the afternoon of Oct. 1, 11 geotechnical personnel were forced to participate in a team building exercise, when we were stuck in a Richmond hotel elevator for 45 minutes.

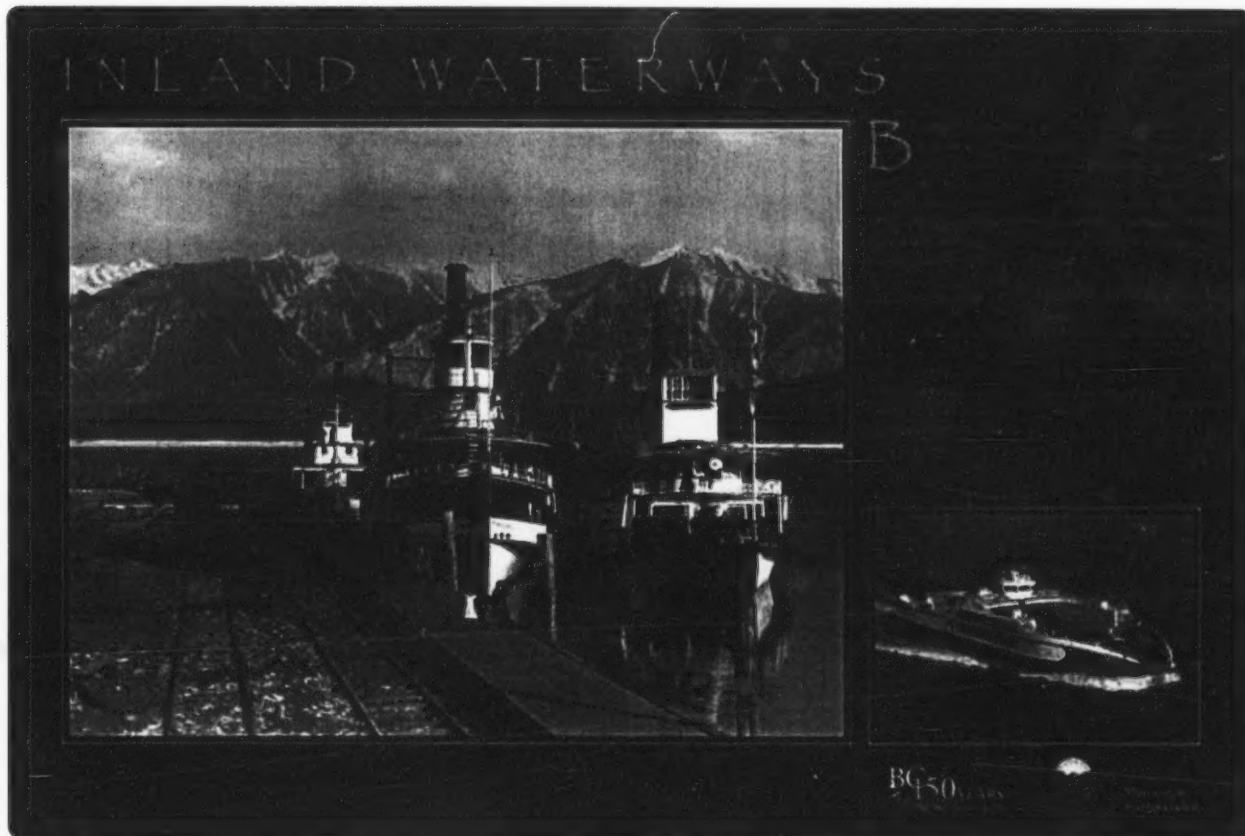
There was Bruce Hayden, Steve Pollack, Ben Wu, Ken Lukawesky, Shaun Prodanuk, Paul Savinkoff, Heidi Evensen, Gordon

Hunter, Sze Kong, Jill Jackson and myself. In true engineering fashion we assessed the situation and began analyzing the data. I won't mention names, but, someone requested a calculator so we could start adding up weights of each person to see if we exceeded the elevator's maximum capacity of 2,500 pounds. It got very hot in that elevator, but, everyone remained cool, despite being jammed in like sardines in a can.

The hotel had called the elevator technician, but they were 30 to 45 minute away. This was after we had already been in there for 20 minutes. The hotel manager eventually turned the power off to the elevator and then back on. I guess it reset like a computer and started working again.

Needless to say, we use the stairs more now! ♦

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Needless to say, we use the stairs more now! ♦

## Fine Ants Establish Command Centre

Submitted by Deanna Ramsey, Regional Financial Officer

During recent renovations to the Northern Region office, the Finance Group took refuge in one of the boardrooms for the better part of a week, while their work space was being remodelled. They set up shop, creating the Finance Command Centre, and kept the dollars (and paper) flowing. The group had some fun with it, calling themselves Fine Ants, although not many people got the play on words! ♦

Still smiling, after being together in one room for almost a week, are (clockwise from lower left): Mary Laing, Mother Mary Ant; Crystal MacLean, Worker Ant; Nicole Folk, Soldier Ant; and Deanna Ramsey, Queen Ant.

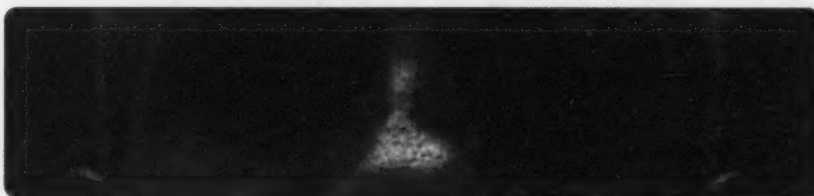


## Mystery Man Raises Concerns

Submitted by Rusty Hewitt, District Program Manager

Reports of an unusual-looking individual hanging around an explosives storage container raised concerns in the Okanagan Shuswap District office recently. Investigation led to a confrontation with the man, who then adamantly claimed the explosives were his. Imagine everyone's surprise when they discovered he was actually correct. ♦

Who is he? Check Page 45 for his identity.



This individual appeared in the Penticton office carrying explosives.

Submit your stories and photos:

If you want to submit stories and photos send your word files and photos to: [RoadRunner@gov.bc.ca](mailto:RoadRunner@gov.bc.ca)





# On the road again

TRAN Employees On The Move

## From Prague to Smokovec – Studying Divisions in Eastern Europe

Submitted by B. Duane Spencer, Commercial Transport Inspector

**When the kids finally got old enough to leave home neither one wanted to go to post secondary school, so I thought why not me?** I began taking weekend and night courses outside of work hours and summer courses while on vacation. I have completed my Associate of Arts Degree and I am now into my third year of a Bachelor of Arts degree, majoring in sociology. I am hoping to minor in anthropology if it is made available at Thompson Rivers University.

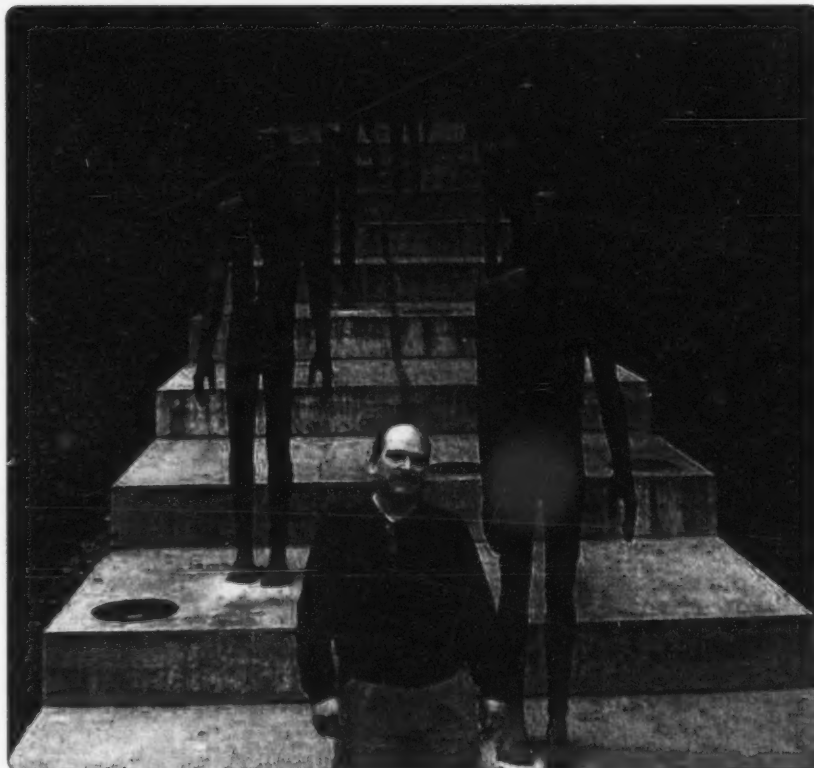
Last year while searching for courses, I discovered an anthropology field course to Eastern and Central Europe. It is a fourth year course studying divisions in society. The course varies from year to year, but for 2008 it entailed five weeks of travel, beginning in Prague in the Czech Republic; traveling to Presov, Slovakia; then to Pecs, Hungary; next to Mostar, Bosnia; then Dubrovnik, Croatia; Sarajevo, Bosnia; Smokovec, Slovakia (with a side trip to Auschwitz in Poland); and finally returning to Prague.

On April 29, I left Vancouver and flew to Prague. Here we studied the long history of foreign control starting with the Austrians and ending with the Soviet Union. One of our tasks was to find the poignant monument to the victims of communism. Another was to find the Nazi concentration camp at Terezin, about 60 kilometres from Prague. It proved very difficult until we realized the whole town was the camp. The Nazis surrounded the town with moats, walls, and barbed wire and used it to sort prisoners for transport to extermination camps. We also took some time to visit a brewery that sells beer brewed right on the premises. The earliest record of the business was from 1499 when it sold for the first time. No one knows how old the business actually is.

We took a train to Presov where we interviewed a Roma (formally called Gypsy) family. The Roma of Slovakia suffer a great deal of prejudice and marginalization. We witnessed this firsthand on

several occasions when locals made it clear in terms that bridged the language barrier how they felt about our association with the Roma. One man mistook a fellow student from Mexico for Roma, gesturing to us to choke him.

My sponsor family lived in a settlement in Svinia, about 30 kilometres from Presov. There were two adults and eight children living in a two room house. The poverty was a stark contrast from the non Roma living in the village.



Duane Spencer at the monument to the victims of communism, in Prague.

*continues on the next page...*



## From Prague to Smokovec – Studying Divisions in Eastern Europe *continued from page 37*

In Bosnia and Croatia we studied the Yugoslavia civil war. Both countries were beautiful and rich in natural resources. It was painful to see people bombed into poverty. I had an opportunity to interview several people while I was there. There was a recurrent theme among them: disbelief that this could have happened. Bosnia has been relatively free of religious and ethnic strife for centuries, even during the occupation of the Ottoman Empire. An employee from the Islamic centre in Sarajevo took us to what had been one of the Bosnian strongholds during the Serbian siege of the city and pointed to a Catholic (Croat) church, a Greek Orthodox (Serbian) Church, a Jewish synagogue, and a mosque all in one line of sight. He walked with a limp from a broken leg that never healed properly because of a medical shortage during the siege, showing us his old playground, now a cemetery where many of his childhood playmates rest. He was 14 when the siege began.

No one could seem to understand why friends and families suddenly turned on each other with such tragic consequences. A woman in the Muslim sector of Mostar who had been an interpreter at the UN said she was appalled at how easily people seemed to be manipulated into turning on each other. It made me realize that people need to be vigilant against manipulators who sow dissension, such as the way some Western Canadians are turned against the East, and some Anglophones against Francophones.

We went to Smokovec in the Tatry Mountains near the Polish border where we had a gruelling two-hour test. From here we visited Auschwitz in Poland, a monument to the extremes of hatred and racism in the world. Few people know that the Nazis treated the Roma with the same disdain with which they treated the Jews. Many Roma died at Auschwitz. This was the most difficult assignment of our



Roma sponsor family who live in a two-room house.

trip for me, but I would not have missed it. After all, those who do not learn from history are doomed to repeat it. The Yugoslav civil war was a grim reminder of this truism. Many of the same atrocities occurred during that war.

But there were many good experiences to balance the bad. We went to an amazing water park and spa in Poprad, Slovakia with a myriad of saunas, whirlpools, solariums, and a laser show; we saw amazing parks and scenery; we enjoyed the beautiful beaches of Dubrovnik; and on the last night before flying home to Canada I went to one of the many operas in Prague. Prague has opera six days a week, much of the year. Some nights there are two operas playing. I attended the Prague State Opera Theatre, built in the 19th century. What was playing the night before I flew home? *Carmen*, the story of a "Gypsy" woman, of course.

One of the many lessons I learned from this experience is to empathize with those who are unable to communicate in the English language. It is easy to take the seeming universality of the English language for granted. I will work a lot harder in the future to try to communicate with tourists, refugees, and immigrants isolated by language barriers, having experienced it firsthand.

Before flying home from Prague, I took a trip to Italy, Egypt, France, Cypress, and Greece, but that's another story.

And what's next? There's a course in Belize and one in the Philippines in the works for next year. I can let you know how that turns out if you like. ♦



Enjoying the products of a Czech brewery which pre-dates 1499.



Entering the gates of Auschwitz, the infamous Second World War concentration camp, in Poland.

## Name that Plate

Submitted by Wayne Buholzer, Commercial Vehicle Inspector

Here is a photo I took of two gentlemen at Swan Lake, who rode a motorbike across Europe, Asia, Alaska, Canada, the U.S. and returned to Europe. They covered 27,000 kilometres in three months, on one bike. The bike rider is Dan and he has a website that describes his trip: <http://www.postcardsfromplanetearth.com/wordpress/>

Do you know where the licence plate is from? Can you name the highway where you would find Swan Lake, B.C.? ♦

### Answers

The motorcycle's licence plate is from Romania. Swan Lake is on the Alcan Highway/Vukon Highway #1, in B.C.



Motorcyclists photographed this summer on their epic ride.

Submit your stories and photos:

If you want to submit stories and photos send your word files and photos to: [RoadRunner@gov.bc.ca](mailto:RoadRunner@gov.bc.ca)



# You're a Winner!

## Lower Mainland District Luncheon Recognizes Staff

Submitted by Loretta Carlson, Development Approvals Assistant

In recognition of Lower Mainland District employee contributions, a luncheon was held at the Burnaby office, in August.

Operations Manager Kurt Edmunds presented Long Service Award plaques to Roanna Cruz, Lorna Leslie, Anne Hazlewood, Bill Crichton and Loretta Carlson. CVSE Regional Manager Steve Haywood and Area Development Operational Assistant Loretta Carlson were recognized by Regional Director Tracy Cooper, for a job well done with this year's Truckers Appreciation Barbecue.

It was a very nice luncheon enjoyed by all that attended.



Anne Hazlewood is presented with a plaque recognizing her years of service, by Kurt Edmunds.



Loretta Carlson is recognized by Tracy Cooper, for her work on the Truckers Appreciation Barbecue.



Seated by wall: Dale Jeffs, Grant Smith, Patrick Hill and Hamid Mohmand. Seat at table: Cliff Parker, Jill Jackson and Kate Sloan enjoy the recognition lunch.

**You're a Winner!** *continued from page 40*

## Finally Graduating!

Submitted by Kurt Edmunds, Operations Manager

On May 10, Kurt Edmunds received his Bachelor of Arts and Community Studies from Cape Breton University along with the C. W. MacDonald Memorial Trophy and Scholarship for Leadership and Scholarship. This is awarded annually to a part-time student who is graduating and has displayed qualities of leadership and scholarship. The award was presented by Chancellor Annette Verscherun and Dr. John Harker, President and Vice Chancellor of Cape Breton University.

The notion of going back to school in my late 40s was a daunting task; the entire program was done through distance education and took well over four years to complete. This required some flexibility in attending online sessions with the professors on a four-hour time difference, and the ministry was incredibly supportive. I was able to adjust my work schedule on those days to accommodate in-session instruction delivered through Web CT. The focus of the community studies program is on business and problem solving which has proved very helpful in my new role as Operations Manager. The long hours and meeting deadlines finally paid off with graduating in May of this year, and the award was an incredible surprise. I owe a huge thanks to the ministry for supporting me with flexibility in meeting assignment deadlines.



Kurt Edmunds (centre) received a trophy and scholarship, while attaining his degree.

## Janelle Erwin Adds P.Eng to Her Name

Submitted by Dave Edgar, Transportation Planning Engineer



Janelle Erwin in the Vancouver Island District Office.

Good news! Janelle Erwin, District Engineer, Vancouver Island District, is now a fully registered member of the Association of Professional Engineers and Geoscientists of B.C.

As an Engineer in Training (EIT), Janelle served in HQ with the traffic/safety group, in Kamloops as part of the design team, then back to Victoria to work in Construction and Rehabilitation. This was followed by a stint in Commercial Vehicle Safety Enforcement, and most recently on Vancouver Island, doing anything and everything that came her way as A/District Engineer.

This is the second big milestone for Janelle for 2008. On June 7 of this year, Janelle Yardley became Mrs. Janelle Erwin, when she married Dave Erwin.

Congratulations to Janelle Erwin, P.Eng., on this landmark achievement!



**You're a Winner!** *continued from page 41*

## Mel Receives Meritorious Certificate

Submitted by Mark DeVoss, Litigation and Claims Services Manager

Claims Unit staff presented Mel Kitson with a Meritorious Award for his 25 years with the public service, on Sept. 18. The award was signed by Premier Gordon Campbell, and presented to Mel by Construction and Maintenance Branch Director Rodney Chapman.

The presentation followed celebrations for Mel's retirement, which included a staff lunch and a surprise party in the multipurpose room, of Mel's condo complex. ♦

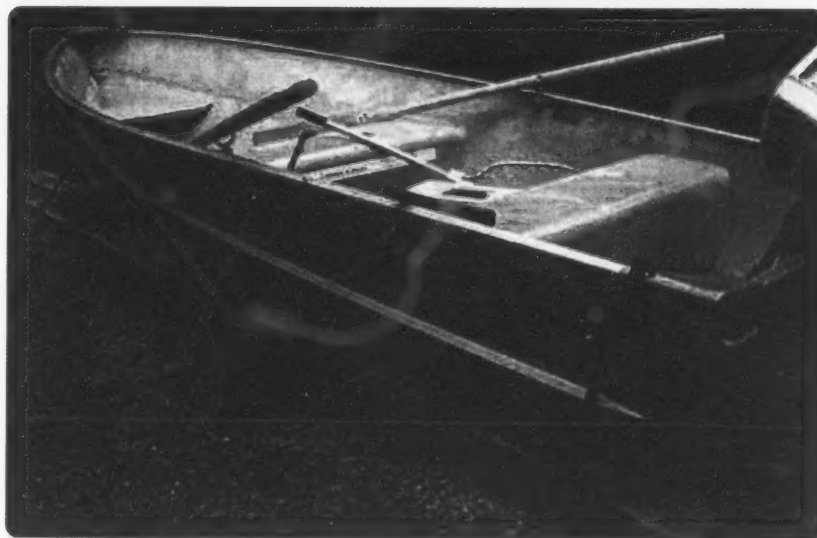


Left to Right: Data Specialist Kirsten Meyer, Claims Manager Mark DeVoss, Adjuster Dixie Vaughn, (retired) Adjuster Mel Kitson, Adjusters Erinn Hughes and Isabel Allan and Director Rodney Chapman.



## Tree-Tired Trailer

This photo was taken by Area Manager Max Walker, at Little Bear Bay, north of Campbell River. Commercial Transport Inspector Supervisor Cindy Hogg says, "This trailer certainly could use an inspection."



**You never know what you'll see!** *continued from page 42*

## From the Eyes of a Web Cam...

Submitted by Gord Smith, Graphics Department Manager



**What's the last thing a webcam sees before the end?** Here it's a worker coming to temporarily remove the webcam from its station at the Coquihalla Toll Plaza, during dismantling of the plaza. The webcams were later reinstalled in the same general area.

Webcams: Beware the orange cherry picker of death!

## Serious Overload Draws Serious Attention

Submitted by Dean Young, Commercial Transport Inspector  
and Doug Wilson, Bridge Inspector Chilliwack

**This vehicle drew plenty of attention as it travelled eastbound, from Vancouver to Calgary. It was stopped by the RCMP during CVSE's road check, which took place Sept. 9 and 10. The vehicle was brought into the Golden Jurvis station and its operators were required to reduce the load before going on. Apparently, it had been pulled over two or three times by the RCMP en route.**

Look closer...the front hood is on the roof. The roof rack is attached to the roof with wood screws, and the door is cut out to fit around the racks. ♦

*Editor's Note: This car was so striking, it attracted the attention of two ministry employees who both submitted the same photo and a write-up!*





## Congratulations to Kirsten and Tracy

Submitted by JoAnn Clar, Executive Administrative Assistant

One sunny afternoon, in Victoria, the Transportation Policy group and other staff lured Transportation Policy Director Kirsten Pedersen into the boardroom and surprised her with a celebration. Kirsten's sneaky coworkers wanted to congratulate the blushing bride on her upcoming wedding vows to South Coast Regional Director Tracy Cooper. She was shocked and pleased.

Kirsten and Tracy then went on to tie the knot in August, at a quiet ceremony with a few friends, in Victoria. The bride looked stunning in her white skirt and beaded top, and her hair swept up in a Marilyn Munroe look – very classy. The groom, in his funky shoes, had happy feet as he partied all night with a big grin on his face!

Lots of great wishes for you both. The cats now have married parents who look very happy!



The happy bride and groom, in Victoria.



A surprised Kirsten Pedersen at boardroom event in her honour.



Tracy's funky footwear.

## Introducing "Romeo", a.k.a. Steve Sirett

Submitted by Ken Gallagher, Field Services

As most people that deal with Field Services know, we have a great group of guys and gals that throughout the years no matter what they call us as a whole (construction branch, paving branch, professional services, field services, grading or paving) many of us have been given nicknames. There have been a lot of original and unique names over the years – good and bad. At this time I would like to introduce to you "Romeo." Romeo joined us in July of this year and it didn't take long for him to become one of the guys.

Romeo acquired this handle in a very short period of time. Shortly after getting hired, he was sent to Prince George, to help with the construction of the approaches to the new Simon Fraser Bridge. As we all know, "when on the road", one needs to have a place to call home, or some might call it a "second home". It was within a few days, at Romeo's second home that the young, smiling workers took a shining to Romeo and gave him the nickname that was shared with some of us while getting our sustenance. It appears that Steve is proud of his nickname as he knows it could be worse! ♦



Engineering Assistant Romeo at work. "He's a good driver too," adds Ken.

## Mystery Man Revealed *from page 36*



The stranger put on his glasses for a more "dignified" look, and was eventually identified as Avalanche Technician Nic (Bubba) Seaton.



Nic Seaton, at work, without his custom teeth and eyewear.



## Fort George Update

Submitted by Kari Peterson, District Clerk

**The Fort George District has been extremely busy over the past few months so we believe it is time to catch the rest of the province up on our activities.**

Laura Nordquist, District Services Manager, is currently on a temporary assignment shadowing Ron Marshall, our Operations Manager. She will continue this until the end of November, polishing her skills on the operational dimensions of the district.

Carla Cerina, Senior District Clerk, will be acting as District Services Manager in Laura's absence, learning even more about the functions of the Fort George District.

Brent Davies, District Development Technician has left us for an opportunity in Quesnel as a Senior District Development Technician. Brent began his career in the Northern Region as a successful candidate for the Technical Entry Level Program offered by the ministry in April 2006. Brent completed the TELP program in April 2007, to become a District Development Technician with the Fort George District. All of us will miss his terrific sense of humour and laughs. Our loss is most certainly Quesnel's gain.

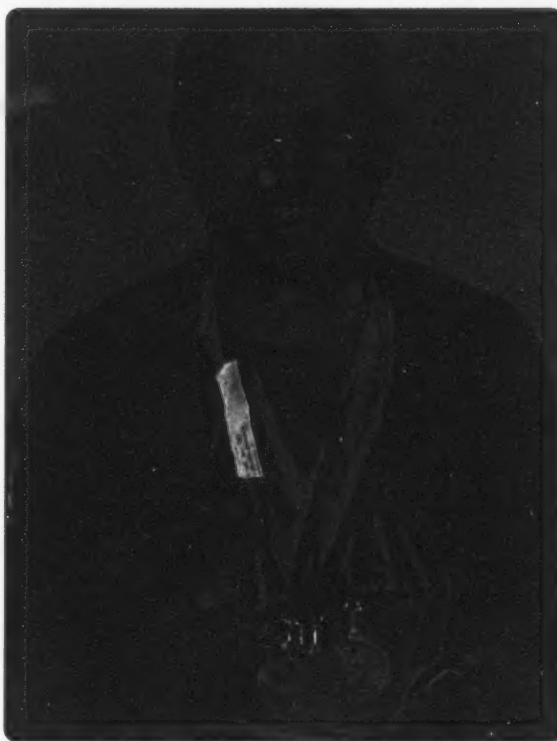
With Brent's departure the district is welcoming Michelle Boudreau. She started as a TELP in October, with the development approvals team. Michelle brings with her a vast background of experience and education. She has worked for the past 13 years in a variety of positions with the City of Prince George. Her education is also extensive and she is working toward the third year of the Bachelor of Technology Degree Program.

Kristen Johnson has graduated from the TELP program and is now in a full time position as a District Development Technician with the Fort George District. Kristen has a Bachelor of Arts Degree, with a Major in Geography from Thompson Rivers University in Kamloops.

Karen Andrews has now returned to her position of District Development Technician, after a year of maternity leave. With Karen's return to full time duties we say goodbye to Tanya Wilson who

returned to her CVSE administrative assistant duties on October 1. Tanya assisted in Karen's absence, learning the many aspects of the development approvals field.

from Hamilton, Ontario with his fiancée Lisa Miller. Shaun assists the operations staff with surveying, data collection and any other operational functions. Shaun is a welcome addition to the district with his quick wit and sense of humour.



Area Manager Chris Thornhill won medals in all six of the BC Senior's Games swimming events he entered.

Linda-Lee Schell has returned to the Fort George District after a temporary assignment with Front Counter BC as a Resource Officer. She has now resumed her duties as a District Clerk, Development Approvals. With her return, I now return to my base position as a District Clerk, Operations. I look forward to developing this position with the operations staff and the District Services Manager.

The Fort George District office has now also moved. We are now located at #360 – 1011 4th Avenue. The office is still sorting through some paperwork and getting some offices more organized but the design and colors are awesome. A big shout out to Laura and Sylvia for all their hard work on this enormous project!

Chris Thornhill, Area Manager, Roads was very successful at his first Senior's Games held in Prince George. I won't say his age, but it was his first year to be eligible for these games. He competed in six events all in swimming and walked away with five gold and one silver medal. Chris also volunteered at the track and was inspired by the

Trent Folk is now on assignment with the Fort George District assisting both the development approvals team as well as operations. Trent is in his last year as an Engineer in Training, which began with the Northern Regional Office.

Shaun Holahan joined Fort George District in May of this year as a TELP working with operations. He moved to Prince George

competitors both there and in the pool, stating there is no limit to age and fitness. He noticed that while some seniors had trouble walking and getting around, once they hit the water it was like they were fish. He recommends that if this event comes to your community, get involved as it is awesome to watch and very inspiring at any age. ♦

## Ernie Gross – Heart of the Survey Department

Submitted by Derek Boyes, Ministry of Transportation and Infrastructure Retiree

On September 26, Ernie Gross completed 35 years with the ministry's Engineering Branch. Congratulations Ernie!

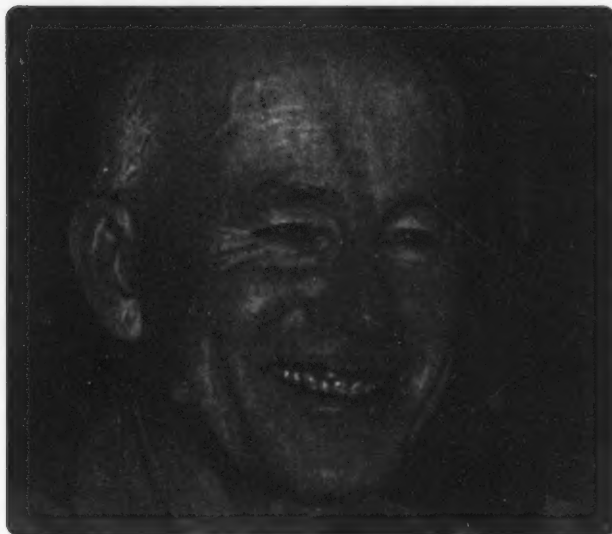
Ernie began his career in 1973, with the Construction Branch, working in the Vancouver area on the Upper Levels Highway. The next seven years he worked first in the Lower Mainland, and then was assigned to the Victoria area before returning to the mainland. Life working in construction meant much time on the road working long hours where your closest friends were the people you worked with or met at the local pub.

In 1980, he transferred to the Design and Surveys Branch and settled in North Vancouver. Ernie has probably surveyed more pieces of Lower Mainland highways and roads than one could imagine and he remembers most of them as well. You could always go to Ernie and ask for help. His ability to remember past projects in great detail is scary. When it came to surveying, Ernie was who you went to. Since 2002, Ernie has been the heart and soul of the South Coast Region survey department. Not only would he do field surveys, but also process and deliver as well. Ernie has learned from some of the best in the business and is pretty much responsible for what the South Coast Region survey department is today.

Ernie enjoys sports of all kinds – playing softball and tennis whenever he can and catching the odd BC Lions game. He will always have an opinion on whatever sport you want to talk about. The odd injury has slowed him down a little but he's still going strong. Ernie and his wife Carole enjoy traveling, having made many trips throughout Europe. They have been known to fly off to Paris for a few days because Carole found a great deal while surfing the net.

On Sept. 20, friends and co-workers joined Ernie and Carole on a dinner cruise around False Creek and Vancouver Harbour to celebrate his 35 years of service. The staff presented Ernie with a TomTom navigational system so he doesn't get lost. ♦

*Editor's note: These days Ernie is sharing his considerable knowledge with Technical Entry Level Program (TELP) employees in the Burnaby Office.*



"When it came to surveying, Ernie Gross was who you went to."



Ernie Gross (seated in blue shirt) with wife Carole, co-workers and friends, aboard his celebratory dinner cruise.

# Community Events

## More Than \$700 Raised – Hot Dog!

Submitted by Nancy McLeod, Business Coordinator

Colleagues and cowpokes galore showed up for the Properties and Business Management Branch's annual hot dog fundraiser, Oct. 21, in Victoria. There were former ministry staff, staff on parental leave and of course plenty of folks from here in headquarters.

Together this hungry bunch consumed about 162 hot dogs, 125 cans of pop and 120 bags of chips – while contributing \$731.50 to the Provincial Employee Community Services Fund. The weather cooperated and the tunes, sunshine and good grub had people close to dancing in the courtyard!

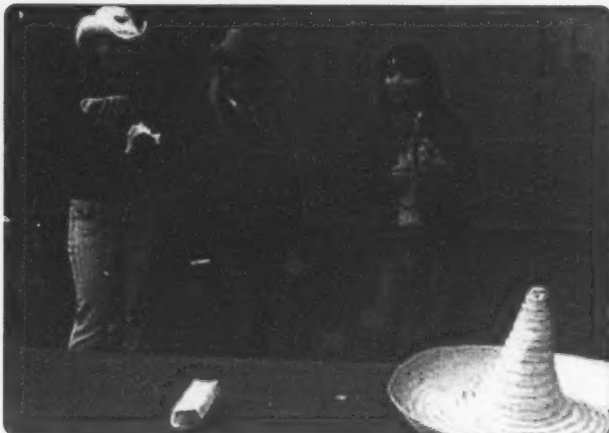
The branch effort was led by seasoned Range Boss Shery Owen. Everyone participated – rustling up barbecues, posting notices, moseying into Costco to buy weenies, buns and beverages, and even riding the range to round up a few extra customers.



Senior Highway Safety Engineer Joy Sengupta is ready with all the fixings.



Graeme Schimpf and Shery Owen get set for a ride around the range (also known as ministry offices at 940 Blanshard Street).



Good to the last dog! One last bun awaits a customer as Jannea Ruffle, Lesley Nicholi and Yongmei Chen stand by ready to serve.

## Golfers Raise Money for Great Causes

Submitted by Lorna Leslie, Special Events and Filming Coordinator

The 22nd Annual South Coast Regional Golf Tournament was held in September, at Golden Eagle Golf Course in Pitt Meadows. The day dawned clear and bright and stayed that way throughout. Some 139 golfers turned out, including ministry employees from the South Coast Region, Southern Interior Region and retired staff. There were also consultants and contractors.

The low net prize went to Mainroad Pavement Marking with an impressive minus eight. In keeping with the generosity of the golfers (and their competitive natures), there were two contests. The putting contest is sponsored every year by Focus Corporation, in memory of Ross Coulter, with proceeds going to the Heart and Stroke Foundation. We raised \$390 for Heart and Stroke.

The other draw for four green fees with power carts had proceeds going to sponsor Heather Lilburn of CVSE for her Cops for Cancer Ride. Altogether, we raised \$430 for B.C. cancer research. A great time was had by all and we're looking forward to it all again next year.



A foursome from the Gateway Program: Richard Ananda, Julie Martin, Gerry Fleming and Norm Richard.



## Toga! Toga! Toga!

Submitted by Janelle Erwin, District Engineer

On a weekend on in July, the Vancouver Island District rallied together to form a "Toga-rific" Mixed Slowpitch Team to enter into the infamous Coquihalla Ball Tournament in Nanaimo.

After much discussion, we arrived at a team name – "Animal House," referring to the 1978 movie about a crazy fraternity house. We felt the name was fitting, allowing us to live vicariously, the days long since passed!

With our name secured, team uniform was the next key point of business...We felt it was most suitable to dress either in togas or as preppy frat folks. Most of us opted for the togas barring our head coach Heather McCaw, and Gateway TELP Darcy Penner, both of whom opted for the preppy frat ensembles. I think our team is still pondering how Darcy managed to run in those teensy tiny shorts!

As the big day approached, it dawned on us that we were short a few players, so father and son duo, Adam and Dave from Ministry of Forests, jumped on board to fill up the roster. Good thing, since all our initial focus had been team name and uniform, and the idea of equipment – bats, balls, gloves – entirely slipped our minds. Adam and Dave came to the rescue with equipment for all, making us officially ready for our Animal House debut.

We arrived bright and early for an 8 a.m. start on Saturday morning, looking splashy in our team "uniforms" and ready for an invigorating game of ball. We had a few cobwebs to dust off in this first game, so didn't quite make a victory. Games two and three followed on Saturday – a sweltering hot day – but still, we weren't quite able to put a

"W" (for winner) on our record sheet. Nevertheless, our spirits stayed high and we developed an enthusiastic team chant – Toga! Toga! Toga! While the chant didn't help us run faster, throw harder or hit more homer, (Or any for that matter!), it certainly did keep smiles on our faces as well as those of our opposition.

Going into Sunday morning, our 0-3 record gave us the impression that perhaps we weren't going to make the finals. However, we were lucky enough to play a team with spirit as endless as our own, the MoTley Crew – comprised of current and retired

ministry employees. This was our closest game yet and at one point, we were even in the running for a victory. In the end, however, we maintained our perfect record – 0 and 4!!!

At the awards ceremony on Sunday afternoon, we were thrilled to find out that our team had been selected as the "Charlie Brown Team." Interpret this how you may, but we were all thrilled to leave with a fabulous T-shirt to remember this toga-rific weekend. ♦



Left to Right: Janelle Erwin, Darcy Penner, Hailey O'Brien, Mike O'Brien, Adam, Dave, Rod Mochizuki, Kathy Mochizuki, Kevin House, Bob O'Brien, Nate Thomas, Barb Thomas and Heather McCaw. (Missing – "El Capitano" Darren England).

Submit your stories and photos:

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# Onto new vistas

TRAN Employee Retirements

## "Retired" from Government, But Certainly Not From Work!

Submitted by Cathy Stone, A/Manager, Financial Systems

Although she was only with the Transportation and Infrastructure "family" for just over a year, as the Manager of Payment Services at headquarters, Betty-Ann Rankin had logged almost 28 years of service when she retired from government, Oct. 14.



Financial Management Branch Director John Sitch presents Betty-Ann with a retirement gift from the ministry, at her farewell lunch on Oct. 14.

Betty-Ann actually began her career with our ministry back in 1975, when it was called the Department of Highways and Public Works, working her way up the ladder in the Prince George Public Works office, in a variety of positions until 1988. (Now, those of you who have been around as long as I have, will recall that Public Works split off from Highways in 1977, to become the B.C. Building Corporation). Betty-Ann then moved to Alberta for a couple of years before returning to live in her childhood hometown of Victoria. There she rejoined the B.C. public service in 1991, beginning with the Ministry of Forests and serving in many different

capacities (in almost as many ministries!) until deciding to "pull the pin" last month.

Well acquainted with hard work (and lots of it!), in true form her "retirement" lasted only one evening – as Betty-Ann started a new job the very next morning with 3e Training here in Victoria! Her first assignment with them is the job of project manager for the development of a new Financial Management Certificate curriculum for the B.C. government...so even though she's no longer on the government payroll, she's really still working for us! ♦

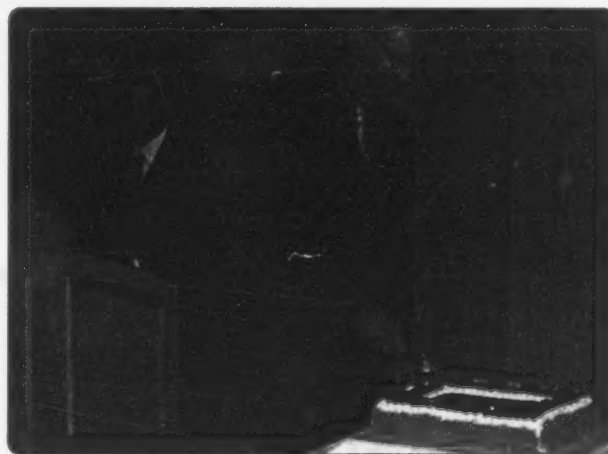
## Don Wharf Retires After 35 Years of Public Service

Submitted by Nick Wright, Jr. Community Relations Officer, Gateway

After 35 years with the public service, Don has made more than a few friends. Many of them came out to Maple Ridge to attend his retirement dinner at Meadow Gardens Golf Club on Oct. 3.

Don was most recently the project director on the Pitt River Bridge and Mary Hill Interchange Project. The new \$198 million bridge and interchange is part of the Gateway Program and has been under construction since last spring. It has progressed at a rapid pace since then, partly thanks to Don's hard work.

The approximately 50 people in attendance at the retirement dinner were treated to speeches from some of Don's colleagues who worked with him over the many years he was with the ministry. Everything reflected Don's well known sense of humour. He even accepted his plaque in full safety gear, complete with harness. The event was a complete success and everyone at the Gateway Program and the ministry wishes Don the best of luck in his retirement. ♦



Don Wharf (without safety gear) enjoys cutting into his retirement cake. Highways Assistant Deputy Minister Mike Proudfoot spoke at the event.

# Ministry of Transportation and Infrastructure Staff Roundup

**Rick Adams** is the new Field Services Ministry Representative in Delta. He has over 30 years of progressive construction experience

**David Chang** is Associate Project Director with the Evergreen Rapid Transit Line Project. David brings with him major project and engineering experience, delivering many successful transportation projects across the province. As David is integral to the Sea to Sky Highway Improvement Project Office, he will continue with some of those duties.

Headquarters' new Manager of Information and Records Services is **Shelley Keddy**. Shelley has a Bachelor of Arts degree from University of Victoria, and has been working for the past three years in the Information and Records Services section. Shelley is also the ministry's past Chair of the Community Service Fund.

**Sara Haskett** is the new Manager, Corporate Writing Services. Sara joined the ministry 11 years ago and has worked in a number of positions in the Finance and Management Services Department including the positions of Senior Writer, Information and Privacy Officer and Manager of Finance and Administration.

## New Transit Branch Members

**John Coombs** recently became Manager, Strategic Planning and Policy. John has a Bachelor of Commerce from University of British Columbia and brings to this position his knowledge of transportation initiatives, his prior work both as Manager, Transit Program Monitoring and as Manager, Traffic Data Program with Highway Planning Branch.

**Greg Humphrey**, Manager, Transit Program Monitoring brings many years of experience with Finance Management Services and expertise with the ministry's budgets.

**Jean Bishop**, **Kevin House** and **Julie Lawrence** have joined the branch on a temporary appointments as Transit Analysts. Jean has a Masters of Science from Manchester University and brings her experience as RIMS Program Lead for the ministry. Kevin has an Honours Bachelor of Arts and Economic Geography from the University of Toronto, and came from the Development Approvals office in Nanaimo. Julie has a Bachelors in Economics, Finance Minor, from the University of Victoria and joins the branch from Finance and Administration, where she has a background as a Budget Analyst.

**Jerry Froese** is on a temporary assignment as the Manager of Transport Engineering in CVSE Branch. Jerry brings engineering expertise and solid knowledge of our ministry from his years as a ministry traffic engineer with the Engineering Branch. He is responsible for the vehicle weight/dimension permits and programs, cargo securement, vehicle dynamics and vehicle standards. Jerry joins **Dawn Major** (Deputy Director), **Elaine Vale** (Manager, Policy Initiatives), **Suzanne Watson** (Sr. Manager, NSC and Vehicle Inspections), **Perry Therrien** (Manager, Education and Enforcement), and **Pam McDermid** (Manager, Trucking Technologies) to complete the CVSE management team.

**Dave Retzer** is working in the Southern Interior Region as a Project Information Officer. He will assist with development of business cases for capital programming and partnership development, provide support for Regional Transportation Advisory Committees and build the office's library of project information.

The Peace District office welcomes **Kirsten Fagervik** to the Development Approvals section in Fort St. John, under the TELP program.

Skeena District's new Area Manager, Bridges, is **Larry Proteau**. Larry brings with him 32 years of ministry experience working in road maintenance, district engineering, Field Services (Design and Survey and Paving), Development and Approvals and most recently as Area Manager, Roads, in Terrace.

**Lorena Voogd** is working in the Terrace office as an Assistant Development Approvals Technician, under the TELP program. Lorena has a BSc. in biology and is interested in conservation, ecology and environmental issues. She brings a strong background in customer service, interpersonal and organizational skills.

**Peter L. Friesen** left trucks for bridges, in September, when he officially became the new Bridge Area Manager for the South Peace. Peter first started with CVSE in May 1990, at the Dawson Creek Weigh Scale, then as the Fort St. John Portable, and later back in Dawson Creek as the Peace River Portable Scale. Although he has only moved one cubicle over, the Peace District CVSE Team wishes Peter the best in his new career path! ♦



Peter L. Friesen.